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ERIT 25 WINS AGAIN!

This time the Corkett Regatta. The biggest **MORC** Regatta on the West Coast!

Division B 1st — MERIT 25 2nd — J/24 3rd — Santana Wavelength 24

Overall

1st — Santana 30/30 2nd — MERIT 25 Santana 30/30 3rd

# Sailing Unlimited Memberships

TAX SHELTER
OPENINGS FOR 30-40 ft BOATS

#### Membership (Number 1)

- \* Discount on charter rates
- \* Free sailing lessons on Basic, S.F. Bay & Offshore courses
- \* Free check-out
- \* Free charter (4 each) on Merit 25 5150.00

  \* Club rates on activities \* Club discount on foul weather gear (101)

  \* Free navigation kit

Example

Dufour 31

#### Membership (Number 2)

- \* Discount on charter rates
- \* Free check-out
- \* Club rates on activities
- \* Club discounts on foul weather gear
- \* Club discounts on sailing courses



Non-Member

Rate \$155

**Member Rate** Weekend/ Hollday

\$120

Weekday Rate

7-Day \$100 \$520

# The Pineapple Profile

NAME: "Elmer Fudd"

**OCCUPATION: "Winning Waces** 

and Cwuising"

PORT OF CALL: "San Fwancisco"

LATEST ACCOMPLISHMENT:
"Winning the Fleet Title in
the Coyote Point Wace"

OWNERS: "Susan Johnson & Bill Nowk (Nork)"

LATEST QUOTE: "Sailing — Cwazy Habit"

SAILMAKER: "Pineapple Sails"

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2 Sails in need of repair may be dropped off Svendsen's in Alameda

West Marine Products in Oakland Boaters Supply in Redwood City



\*ELMER FUDD: Winner of Islander 30 Fleet, Coyote Pt. Race 1983



**SAILMAKERS** (415) 444-4321

## Richards and van Heeckeren

SAILMAKERS AT 123 SECOND STREET, OAKLAND, CALIFORNIA 94607 (415) 444-4321

\*Powered by Pineapples

## SELLING OR CHANGING BOATS?



The Stanford University Sailing Program is seeking power and sail boats (over 20-feet) for its instructional, recreational and competitive programs.

The DONATION or bargain sale of your boat is fully TAX DEDUCTIBLE and can provide immediate cash for you. While some boats can be used by our 1,000 eager sailors, others will be sold to build our planned year-round open-water sailing facility.

All donations will be handled in a timely and efficient fashion. You will be surprised how attractive donating your boat to Stanford can be.

For More Information Please Contact:
Joe Petrucci — Director of Sailing
(415) 497-9494

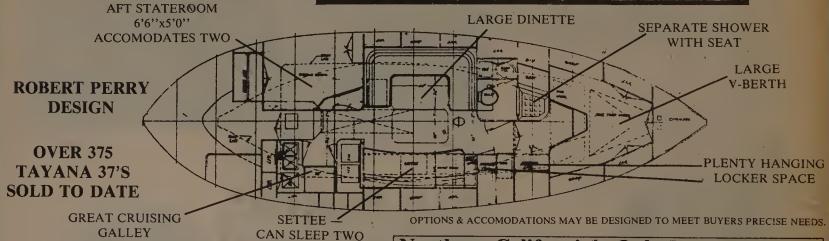
Marine Development Office Roble Gymnasium, Stanford University Stanford, California 94305



# NEW... Only at WINDSHIPS TAYANA 37 CUTTER

**MARK II** 

NOW AT OUR DOCKS!



\$73,000.00 As Little As \$719.82 Per Month

L.O.A.: 36'8"
L.W.L.: 31'0"
Beam: 11'6"
Draft: 5'8"
Fresb Wtr Cap: 100 gal

Sail Area: Cutter
Main: 341 sq ft
Jib: 292 sq ft
Jib Stys't: 230 sq ft
Fuel Capacity: 100 gal

Mast Height Above Waterline: Cutter: 55'0'' Ballast: 7,340# Displ: 22,500# Headroom: 6'5'' Berths: Sleeps up to 8 Northern California's Only Tayana Dealer

# WINDSHIPS

of 54 Jack London Square

Oakland

(415)834-8232

### 

### FEATURES OF THE MONTH **ISLANDER 36**





#### BROKERAGE LIST SAIL

20' CAL, '66, ob	\$ 4,750
20' CAL-20, '66, ob	. \$4,900
21' WILDERNESS, '76, ob	\$11,70
22' VENTURE, '71, ob	
22' SANTANA, '71, w/trlr	
22' SANTANA, w/trir, '71	
23' O'DAY, '78, ob	
23' S-2 w/trlr, '76, ob	
24' YANKEE Dolphin, '71, of	
24' GLADIATOR, '64, ob	
	\$10,500
24' ISLANDER BAHAMA,	47.70
'68, ob	\$ /, /00
24' ISLANDER BAHAMA,	
'69, ob	
24' NIGHTINGALE, '76	\$16,500
24' WOOD SLOOP, '40, ob .	\$3,950
25' CAL 2-25, '79,'80,'80from	\$24,500
25' CAPE DORY, '77, ob .	\$15,500
25' CRUISING FOLKBOAT,	

59, ob 25' ERICSON, '75, ob 25' IRWIN, '71, ob 25' SAMOURI V-1, '70, ob 25' SAHAMA, '77, ob 25' SEIDELMAN, '76, ob 25' TANZER 7.5, '77, ob 26' COLUMBIA MKI!,

\$14,500 \$16,500 \$11,150 \$11,950 \$16,750 \$13,900 \$15,500 \$17,000

25' TÁNZER 7.5, '77, ob
26' COLUMBIA MKII,
'72, s/g
26' DAWSON, '77
26' EXCALIBUR, '66, ob
26' PEARSON ARIEL, ob
26' PEARSON OD, '76, ob
26' RANGER, '70, ob
26' RANGER, '70, ob
26' S-2, '76, ib/g sd
27' ALBIN VEGA(s),
'70,'74,'76
27' C&C, '81, ds!
2-27 CAL, '75, ig
2-27 CAL, '75, ig
2-27 CAL, '76, ig
27' CAL 2-27, '77, ds!
27' CAL 2-27, '77, ds]
27' CAL 2-27, '78, ig
27' CAL 2-17, '78, ig
27' CAL 2-17, '78, ig
27' CATALINA, '80, ig
27' CATALINA, '80, ig
27' CATALINA, '79, ds!
27' OTDAY, '77, ig
27' SANTA CRUZ, '74, ob
27' SUNBURST, '76, ob
27' SUNBURST, '76, ob
27' SUNBURST, '76, ob
27' HUNTER, '77, inb/dsi
28' ISLANDER, '81, dsi
28' PEARSON TRITON,
'80, dsi
26' PEARSON TRITON, \$26,500 \$26,950 \$27,500 \$28,500 \$29,900 \$17,500 \$25,000 \$19,500 

#### **ISLANDER 36**

A pristine example of the most popular 36 footer on the Bay. Club jlb, dlesel, km/ds, refrigeration, VHF, dodger, spray curtains. Taken in Trade, make offer.



\$29,500

\$18,750

Cal 31. '79, due to transfer, owner must sell. Ask'g \$56,000. At Our Docks.



'78 7/8 Rig Pearson 31. Full elec., spin. gear w/sail, dsl. eng. & dodger. Very well-equipt litely used cruiser, \$48,000. At

29' CAL, '74, Ig...... 29' COL. 29 DEF. MKII,



Asking \$82,500.

Tollycraft 30 Sedan, 1978, fully equipt. w/elec., anchor windlass, canves, much more. An immaculate boat. Must Sell — Asking \$58,500.



Pearson Triton, one of the finest Tritons on the bay. Fresh survey, bottom paint & dsl. Inbrd. Owner has ordered larger boat. AT OUR DOCKS.

Asking \$19,500.



FUJI 35

Built to Lloyd's 100A specs w/Swan quality

throughout. This 35 footer ranks as one of the

finest crulsing yachts available today. Her

wood & jointer work compare to that of fine furniture. Features: dsl., km/ds, VHF, h/c pres. water, dlnghy. Immaculate condition.

Hunter 37, beautiful bay and delta boat, ready for this spring & AT OUR DOCKS. \$69,000.



Hans Christian 34. A beautiful liveeboard cruiser. \$91,000.

30' S-2 C'Pit, '78, dsl	. \$42,500
30' S-2 C'Pit, '78, dsl 31' CAL, '79, dsl 31' COL, 96, '77, dsl 31' CONTEST, '73, dsl 31' PEARSON, '76, Ig 32' ERICSON, '70, Ib/g 32' ISLANDER, '76, Ig 32' MARIEHOLM, '74, dsl 32' TARGA, '76, dsl 32' TARGA, '76, dsl 32' VANGUARD, '63, Ig 32' VANGUARD, '65, dsl 33' RANGER, '77, Ig 33' RANGER, '76, dsl 33' RANGER, '76, dsl 33' TARTAN 10, '80, dsl 34' ATKINS Ketch, '63, dsl	\$54,900 \
31' COL. 9.6, '77, dsl	\$41,995 (
31' CONTEST, '73, dal	. \$49,000
31' PEARSON, '76, Ig	. \$46,000
32' ERICSON, '70, lb/g	\$37,500
32' ISLANDER, '76, ilg	. \$58,500 /
32' MARIEHOLM, '74, dal	\$44,500
32' TARGA, '76, del	\$51,000
32' TEIPEI/PLATT '74 ob	\$45,000
32' VANGUARD '83 In	\$32,500
32' VANGUARD '85 del	\$34,500
32' MODGAN DU '81 del	\$34,500 875,000
22' DANGED '77 In	\$75,000 647,500
22' DANGED '78 In	\$47,500 t
33 RANGER, 76, Ig	346,700 (
33 RANGER, 76, 081	347,500
33 TARTAN 10, 80, 081	. \$25,000
34' ATKINS Ketch, '63, dsl	. \$19,500
34' HANS CHRISTIAN,	
'79, dsl	\$91,750
34' O'DAY, '81, del	. \$68,900
34' PETERSON, '80, dsl	\$69,950 🖣
35' BANDHOLM, dsl	. \$76,750 (
35' CAL, '80, dal	\$95,500
35' CT, '73, dsl	\$55,000
35' ERICSON, '79, dal	68,000
35' HANA Ketch, '47, dsl.	\$38,950
35' MEGELLAN, '65, dal	\$35,000/3
35' SANTANA '79 del	79.500
36' CAC '80 dal	\$61,500
36' ISI ANDER '79 del	\$78.500
36' S-2 Aft'Cnt '79 del	\$70,500 (
26' 6 2 11 04 '70 dol	671,000
27' EIGUED 170 del	\$71,000 \$124.050
37 FISHER, 70, USL	. \$124,850
37 HUNIER, 61, 081	\$08,830 (
38 ERICSON, 60, 081	. \$97,800
39' CAL, '71, 081	\$ /8,500
39' CAL, '80, G81	\$92,500
39" CAL, '82, d81	. \$112,000
40' C&C, '79, dsl	\$129,500
40' C&C Custom, '79, dsl.	.\$112,500
40' FUJI, '78, dsj	\$139,000
34' AIRINS Ketch, '63, del 34' HANS CHRISTIAN, '79, del 34' O'DAY, '81, del 34' PETERSON, '80, del 35' BANDHOLM, del 35' CAL, '80, del 35' CAL, '80, del 35' CAL, '80, del 35' TARIOSON, '79, del 36' HANA Ketch, '47, del 35' MEGELLAN, '65, del 35' MEGELLAN, '65, del 36' SEANTANA, '79, del 36' C&C, '80, del 36' SEANTANA, '79, del 36' S-2 ATI'CPt, '79, del 36' S-2 ATI'CPt, '79, del 36' S-2 TI.DA, '79, del 36' S-2 TI.DA, '79, del 36' S-2 CAL, '80, del 38' ERICSON, '60, del 39' CAL, '71, del 39' CAL, '80, del 40' C&C, '79, del 40' C&C Custom, '79, del 40' C&C Custom, '79, del 40' C&C Custom, '79, del 40' LADY HELMSMAN, '79, del 40' MARINER, '66, del 40' MARINER, '66, del	
'79, dsl	\$68,000
40' MARINER, '66, dsl	\$90,000
40' SWIFT, '79, dal	.\$100,000
41' MORGAN OI, '76, dsl. 41' MORGAN OI, '76, dsl.	\$105,000
41' MORGAN OI, '76, dsl.	.\$120,000
42' SPENSER, '66, dsl	. \$79,000
44' CONCEPT, '61, dsl	\$100,000
41 MORGAN OI, 76, dsi 42 SPENSER, '66, dsi 44' CONCEPT, '61, dsi 44' PETERSON, '75, dsi, modiful 44' PETERSON, '76, dsi 45' CUSTOM Ketch, '74, ds	
del. mod/ful	\$117.500
44' PETERSON '78 del	\$139,900
45' CLISTOM Ketch 174 de	1\$135,000
46' SUTTON, '56, dsl	*05.000
46' HERRESHOFF,	385,000 (
40 HERRESHUFF,	****
'74, dsl	\$132,000
47 OLYMPIC OS, '74, dal.	. \$134,500
50' GULFSTAR, '77, dsl	, \$150,000 ∤
58' CUSTOM Ketch,	
'75, dsl	\$275,000



29' COL. 29 DEF. MKII,
'66, Ig
29' COL. 29 DEF. MKII,
'66, Ig
29' COMP. 1000, '73, dsl.
29' HERRESHOFF, '64, Ig
29' HERRESHOFF, '65, dsl
29' RANGER, '72, Ig We guarantee a berth with every new & used boat we sell.

30' CATALINA, '76, Ig 30' CUSTOM 3/4 TON

76, dsl 30' ERICSON, '68, lg 30' ERICSON, '68, lg 30' ISLANDER MKII, '71, lb/g 30' ISLANDER, '76, lg 30' PEARSON, '74, lg 30' PEARSON, '76, lg 30' PEARSON, '76, lg

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\$35,200

\$41,000 \$32,500

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# PASSAGE YACHTS

#### FEATURED BROKERAGE

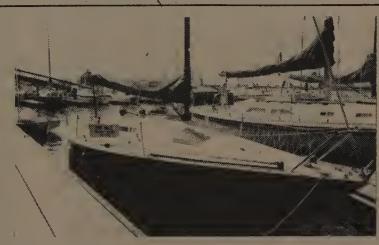
FEATURED BACE
From Your Performance Cruising Center



C & C 40 1979—An excellent example of a lush, comfortable interior surrounded by a state of the art, powerful, high performance racing hull. Very well equipped for racing or cruising by a knowledgeable racing skipper with the right gear for the job. Full winch inventory with Barrient #32-3 speeds as primaries. 7 sail inventory with spinnaker. Call for full inventory. \$129,500



**Passport 42 1981**—An elegant, performance cruising cutter designed by Stan Huntingford. Professionally maintained and equipped with only the best. Included are five sails, deluxe dodger, battery charger, Dickenson diesel cabin heater, Barient self tailing winches, Perkins engine and more. Ideal liveaboard-cruiser. A very \$127,000 stiff, fast sailing yacht. Excellent Value.



Santana 525 1978—Light weight, fractional rigged 25' sloop. She has an open, uncluttered, comfortable deck layout. Active one design. Equipped with all spinnaker gear  $\delta$  sail, head foil, digital knotmeter, compass, 1981 Evinrude 45 hp out board, Main with flattener and two reef points, 150% 3 oz and 110% 6 oz. \$16,500



30' Catalina 1978—An excellent example of a popular one design family racer/cruiser. Very low usage and outfitted for short handed sailing with roller furling headsail and lines led aft. Equipped with a dodger, wheel steering, Lewman winches, Danforth anchor, and much more. Call for full inventory. \$36,000



37' Rafiki 1980—A well found, seakindly, blue water cruising cutter constructed with an Airex cored hull. Aluminum spars, Sails by DeWitt and Pineapple. Fully equipped with Trimble Loran, Magnavox Sat Nav & full instrumentation. In superb condition. Call for full inventory. \$92,000



Sistership

**Islander 30 MK II 1971**—One design class that is a Cruising/Racing sloop ideally suited for San Francisco Bay. Stable and dry and a very good sailer. A full inventory of sails 110%, 130%, 150% and 3/4 oz tri-radial with full spinnaker gear. All winches are Lewmar with #40-2 speed as primaries. She has a dodger, tape deck and Atomic 4 Engine. Call for full inventory.

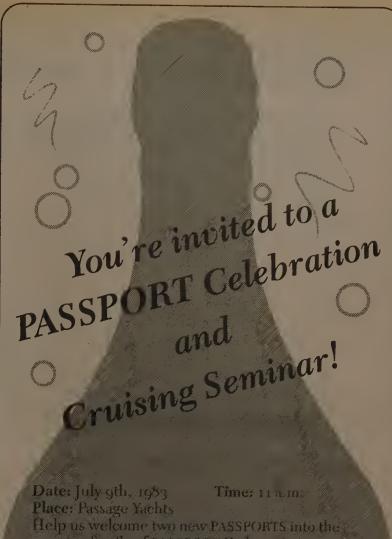
1220 BRICKYARD COVE ROAD, POINT RICHMOND, CALIFORNIA 94801

(415) 236-2633

### CONTENTS

17	subscription
27	calendar
35	letters
73	loose lips
84	sightings
102	max ebb
108	long beach race week
116	delta gateway
120	delta guide
128	electronic sextant
132	master mariners
140	interview: commodore
150	charley transpac
152	boc challenger
158	stirling sailor
162	the racing sheet
182	transpac review
187	transpac entry list
189	classy classifieds
201	advertiser's index
201	' brokerage

COVER PHOTOS: LATITUDE 38/RICHARD Wall Street Duck Racing to the Financial District Graphic Design/Photo Collage: Karen G. Bengtsson Copyright 1983 Latitude 38 Publishing Co., Inc.



Sue and Leonard Cilmore will christen their new PASSPORT 40 (name still under debate at press) time), then make her available for charter through Horizon Charters in Alameda.

Norm and Jackie Michaud will christen their new PASSPORT 42. Diadreen, then sail up the coast to

#### **Our Cruising Information** Seminar will feature:

NOR CAL Offshore Ltd. — Electronics specialists who outfit all types of boats for a variety of needs from Scarlett O'Hara to Coast Guard Vessels. Their team of experts will be on hand to talk about what's new for the ernising sailor and answer your questions about Sat Nav, radar, loran and

DeWitt Sails—Jim DeWitt will be on hand to discuss sail trim and sail combinations to obtain

"How To Go About It," with veteran cruisers Lynn and Jack McCarthy. They will share their experiences and thoughts about provisioning, anchoring, and other pertinent topics.

A light lunch and lots of refreshments will be served. Please call to R.S.V.P. and receive your schedule of events.

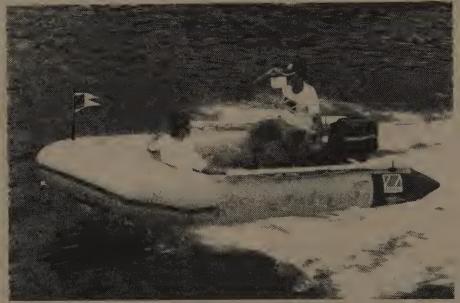
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#### LOWEST PRICES IN THE BAY AREA **50 BOATS ON DISPLAY AT ALL TIMES**

WE	15'5'' 19'	Heavy Duty By Zodiac Extra H.D. By Zodiac	\$2,970 <b>,</b> 00 \$5,560.00	SUPER
RENT	12'6'' 10'	Sportboat By Zodiac	\$1,100.00 \$ 845.00	DEALS
LIFERAFTS	SY6	6-Man Zodiac Liferaft Zodiac ZED-31	\$ 890.00 \$ 590.00	ON USED
	8' 8'6''	Zodiac Z-3	\$ 390.00 \$ 559.00	BOATS

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FREE DEMO RIDES.

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We're the only authorized zodiac repair & warranty station on the west coast



1 Year Warranty (parts & labor)



MODEL BU25K KNOTMETER. The basic instrument on all yachts for navigation sail trim & efficiency. This highly accurate knotmeter requires no power - only 2 wires from the turbo transmitter for hookup. Once installed, it operates year after year requiring no maintenance. The turbo transmitter can be removed while afloat for cleaning if necessary.

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### **Featured Experienced Yachts**



HAWKFARM 28 1978—Exciting one design and excellent choice for singlehanded and MORA racing. Equipment includes VHF, knotmeter, depth, windspeed, windpoint, trim indicator, 5 spinnakers, 2 mains, 4 headsails, LPU paint and new race bottom. Diesel recently rebuilt. The Hawklams is a soundly built, fun raceboat that offers exceptional room and comfort below decks. \$28,000/offers



37' HERSHINE TRAWLER 1979—A full keel trawler with flared bow provides for a smooth riding, directionally stable, sea going vessel which is easily handled by two. Single engine Ford Lehman provides a cruise speed of 8.5 knots with only 3.5 gal./hr. Very well maintained and well equipped. Ready to move aboard and cruise away. Call for full inventory. \$64,500

25' O'DAY, 1978	
26' CLIPPER, 1973	
27′ C&C, 1981	
27' CATALINA, 1974, trade in	
27' CATALINA, 1976	22,300
27' O'D AY, 1976	25,000
28' CAL, 1967	16,500
28' ISLANDER, 1977	34,000
28' HAWKFARM, 1978	28,000
29' SOVEREL, 1964	16,500
30' NEWPORT, 1977	38,500
30' PEARSON, 1979	33,500
30' OLSON, 1979	25,000
30' SANTANA, 1976	35,000
30' TAHITI KETCH, 1961	30,000
30' CATALINA, 1979	36,000
30' ISLANDER, MK II, 2 from	28,000
31' SEA EAGLE, 1979'	50,000
32' ARIES, 1977	74,500
32' VANGUARD, 1965	35,000
32' WESTSAIL, 1974	
32' NANTUCKET CLIPPER, 1971	46,500
32' ISLANDER, 1977, custom features	53,950
33' TARTAN 10, 1979	36,000
33' TARTAN 10, 1979	39,000
35' ALBERG, 1965	34,000
35' SANTANA 35, 1979	79,500
35' FLUSH DECK KETCH, 1947	35,000
36′ C&C, 1979	88,750
37' RAFIKI, 1980, extensive. equipt	
37' ENDEAVOUR, 1982	
39' CAL, 1971	
39' CAL, 1980	
39' "LOKI" YAWL, 1953	120,000
40′ C&C, 1979	
40' CAL, 1963	
40' CAL 40, 19634	63,000
40' CAL, 1966	72,000
41' GULFSTAR ctr ckpt, 1974	
43' PORTOBELLO KETCH, 1964	
44' PETERSON, 1974	
45' CSTM NEW ZEALAND KETCH	135,000
50' GULFSTAR, 1977	159,000

ED MILANO, BROKER

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# SE4 GE4R



# patagonia son ware











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#### bans Christian 38 TRADITIONAL

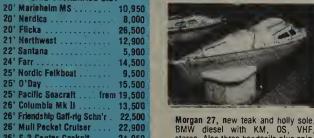
Those familiar with this outstanding yacht should not be surprised by the results of the 1982 "San Francisco to Kauai" yacht race. To exemplify the Hans Christian 38T's bold sea worthiness and excellence of design, the yacht "Apple One" took first place in it's class, in this prestigious race. With a reputation for cruising comfort, the 38T has shown that even though it was not designed for racing, it can meet the challange of competitive offshore racing and wint

Once again the Hans Christian 38T reaffirms its reputation of superiority in the yachting industry.





LOA 38'0" LWL 33'0"	Bearn:12'4" Draft 6'0"	Water 135 gal. Fuel 90 gal.	Displacement 26,500 Ballast 9,500 Sall Area 866 sq. ft.
RAGE LIST	Commence Commence		



frem 41,900 ... 44,500 ... 35,900 ... 38,500 ... 39,500

39,500 17,500 21,500 from 27,000 36,500 23,500 34,500 37,500 39,900

63,500

35,900 53,500

48,000

45,500 79,500 84,000 35,750 39,500

62,000

SAIL BROKE

26' S-2 Center Cockpit

27' Orlen ... 27' Ner'Sea Aft Ceckpit

28' Cape Dery ..... 28' Islander (leaded)

Ranger ......
8uccaneer 295

Independence . . . . . Herresheff Cat Ketch

34' Sea Spirit Ketch 34' Hans Christian Ctr. 35' Fantasia 35' Fermosa

POWER BROKERAGE LIST 30' Carglie Ctr. w/Trailer ... 39,900 32' Laguna ....... 48,000 32' Chris Craft Sedan—Trades 19,500

48' Custom Monk Trwir-Fishr 135,000

**BRANO NEW** 

WESTPORT 83' & 90' frem 1,200,000

29' Bristol

30' Erlesen

32' Islander

33' Alden .

34' Sliverton 34' FiberFerm

57' Chris Craft .

45' Stephens Classic ... 48' Chris Craft Rezmer

60' Custem Aluminum Cr 64' Chris Craft Roamer

30' Gelden Gate 30' Fisher Pliotheuse

27' Fin Gal . 27' Vega . . 27' Tartan .

Morgan 27, new teak and holly sole, BMW diesel with KM, OS, VHF, stereo. Also three headsails plus spinnaker. Excellent bay day sailer. Priced dieb at 25, 200 right at \$25,000



27' Cheoy Lee offshore. Great bay and coastal cruiser. Owner is very anxious and will consider all offers. Just reduced. Mike, owner's agent. \$24,950.



27' Orion Cutter '80. Roller Furling, full combi, UHF, hot/cold pressure, w/shower plus more Perfect liveaboard/ cruiser. Must sell soon Asking \$41,000.



30' Tartan. Just reduced this well maintained one-owner boat is ready to move. Includes slip in the estuary. Call Mike for details and submit all offers. \$33,500.



Trintella 29, just reduced. Fine Oanish craftsmanship sets off this rugged blue water cruising boat. Tabernacheted mast, OS, ROF, roller furling, plus more for only \$34,500.



Independence 31. This is the perfect vehicle for anyone who wishes to sail off on his own, creating his own adventures and seeking his own horizons. \$49,500.



41' CT center cockpit. Ready to move aboard or cruise. Professionally maintained, this boat is in better than new condition. Extensive option list. Mike, owner's agent. \$89,500.



Peterson 43, hull be New Orleans Marine. All Barients, hydraulics, full electronics, 14 bags by Horizon of Chicago. Call for detailed inventory. \$155,000.



33' Alden' ketch '50. Beautifully maintained by professional boat worker. Oacron and canvass sails. A must see for the wood boat enthusiast. Only



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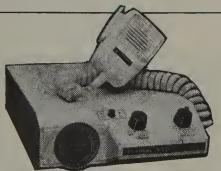
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Tiger	vertical	30'-40'	1225.	\$929.
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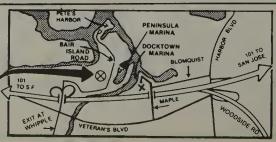
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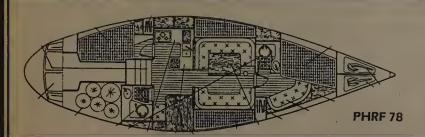
MON, TUES, WED & FRI: 9-6; THURSDAY: 9-8; SAT: 9-5; SUN: 10-4 CLOSED 4TH OF JULY

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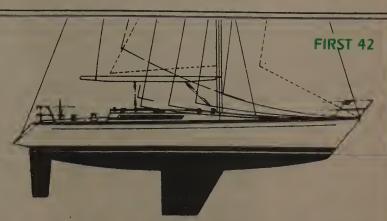
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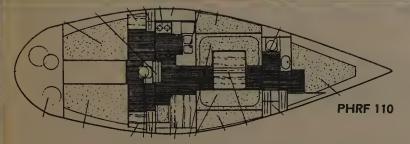


Direct development from the Two Ton Cup Winner "Gitane VII" by Frers. Her deck equipment is worthy of a Class I racer, while her two optional interiors adapt her to comfortable family cruising or charter work.

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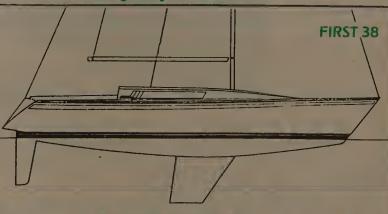


Designed by German Frers

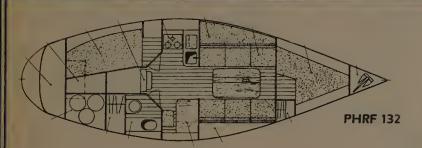


SORC contender by Jean Berret. She features two large, private, aft staterooms, a huge saloon, and comfortable galley and forward stateroom. Her exceptional seakeeping qualities combined with her spacious interior make her the obvious choice for the ambitious sailor to race, cruise, or charter.

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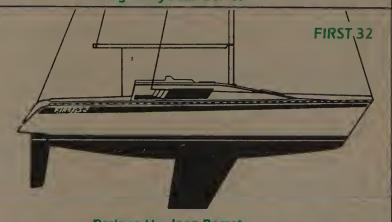


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<u></u>	—— Selected	Brokerage	
Sa	**	Dionorago	
19'	1981 Hobie, sloop		5.000
18/	1980 Whitecap, sloop		3,000
181	1975 Sol Cat		2,450
181	1980 Windrose, sloop		8,000
21′	1977 Burns, sloop		9,500
21′	1977 Wilderness, sloop, 1.	5 hp	. 12,000
21′	1971 Clipper, sloop, 7.5 hp 1974 Santana, OB		3 475
21'	1 36 Santana, sloop, 6 hp		6.250
22'	1975 Tanzer, sloop, 6 hp.		7,100
22'	1972 Santana		6,000
22'	1968 Santana		5,700
22'	1981 U.S. Yachts, sloop, O	В	. 11,000
24 ′	1966 Islander Bahama, slo	op, OB	16,000
24'	1974 San Juan, sloop, 4 hp 1980 Cal 2-25, sloop, inbd.		22 500
251	1978 Cal 2-25, sloop, 11 hp	yas	. 24.000
25'	1967 Coronado, sloop, 6 h	p	7,900
25′	1968 English Built, sloop,	6.6 hp	. 20,000
25'	1980 Merit, sloop	,	.21,950
251	1960 Nordic Folk, slop, 6.5	i <sup>4</sup> hρ	9,500
25′	1970 Samouri, sloop, 7.5 h	<u>p</u>	. 12,500
25'	1978 Yamaha, sloop, V-8, I	10	15,000
26	1974 Balboa, sloop, OB 1970 Columbia, sloop, OB	****************	13,500
26	1979 Ericson +, sloop, die	esel	.34.000
27	1978 Balboa, sloop		. 19,500
27	1975 Cal 2-27, sloop, 15 hp	)	. 27,000
28	1976 Hawk Farm, sloop		.27,000
29	1972 Cal. sloop, 30 hp		, 27,500
29	' 1967 Cascade, sloop, 12 h	p	.35,000
29	1967 Columbia, sloop, 30	np	22,000
29	1973 Cal, sloop, 28 hp 1966 Islander, sloop, 30 hp	·····	22,000
29	1966 Islander, Sloop, Son, 1979 Lancer MK II, Sloop,	15 hn	34.000
	1970 Cascade		
29	1962 Rhodes Ranger, sloc	op, 12 hp	16,500
30	1952 Custom Swede Pilot	house	.29,900
301	′ 1968 Chinese Junk, OB		. 20,000
301	' 1971 Islander MK II, I/Gas		. 33,000
30	' 1976 Catalina, sloop, dies	el	. 35,000
	1969 Alberg Pearson, sloc		
	' 1974 Cal 3-30, sloop, I/Gas		
	" 1966 Cal, slop, I/Gas ' 1976 Westsail, cutter, die:		
32	' 1973 Westsail, cutter, die	sel	.59,950
	1974 Ericson, sloop, I/Gas		
33	1973 Morgan O/I, sloop, d	iesel	44,000
33	' 1977 Yamaha		53,500
33	' 1981 Morgan Motorsailer,	, diesel	75,000
34	' 1978 Peterson, sloop, die	sel	65,000
35	' 1978 Bluewater ' 1959 Lapworth, sloop, die		30 500
0.0	1 4070 Oundam Blull diagol	`	40.000
36	' 1980 Lancer, sloop, diese	1	.60,000
36	1979 Islander, sloop, dies	el	75,000
36	1968 Columbia, sloop, I/G	as	45,000
37	' 1966 Peterson, scho, dies	sel	80,000
37	' 1977 Rafiki, cutter, diesel		78,500
38	1976 Downeast, cutter, di	esel	75,000
38 39	' 1975 Downeast, cutter, di ' 1978 Morgan, sloop, dies	eser	87 500
39	' 1971 Cal, sloop, diesel	61	77.000
40	" 1974 Challenger, sloop, d	iesel	94,000
41	1978 Morgan, ketch, dies	el	. 110,000
41	' 1971 CT 41, ketch, diesel		72,500
42	' 1940 Alden, cutter, diese	1	49,000
44	1975 Peterson, sloop, die	sel	. 117,500
44	' 1976 Peterson, cutter, die ' 1979 Custom IOR, sloop,	diacal	275.000
	1979 Gustom TOH, Sloop,		
	' 1979 Gulfstar, ketch, dles		
	1 1979 Spencer, sloop, dies		
60	' 1911 Gaff Rigged Cutter,		
Po	wer		10.000
20	' 1979 Formula, run, V8 gas	5	13,000
23	" 1974 Bayliner, cru, V8 gas ' 1960 Uniflite, cru, V8 I/O	· · · · · · · · · · · · · · · · · · ·	. 11,000
25	', Chris Sea Skiff T/Gas		9.750
33	1 1958 Chris Craft, cru, tw l	/Gas	19,500
33	1 1979 Chris Craft Corinthl	an, tw I/Gas	75,000
34	1 1977 Executive, cru, tw I/	Gas	62,500
40	1 1965 Owens Tri-cabin, tw	1/Gas	Offer
42	' 1958 Custom Steel, cru, t	w diesel	. 1/5,000
45	1970 Newport, tra, tw die	ser	. 149,000
7	Trailable thru 5	U Sall & Power	

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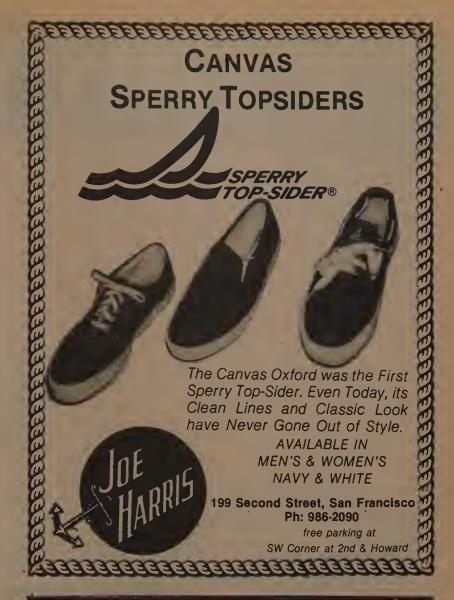
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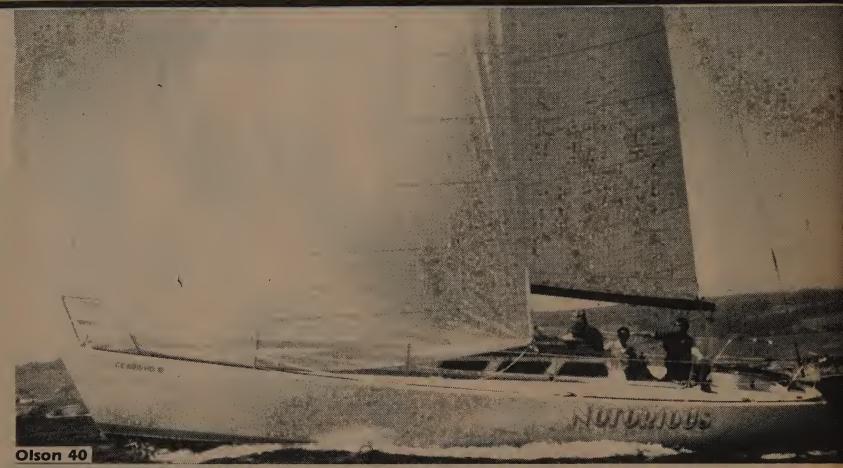
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Soling #US 703, \$10,500
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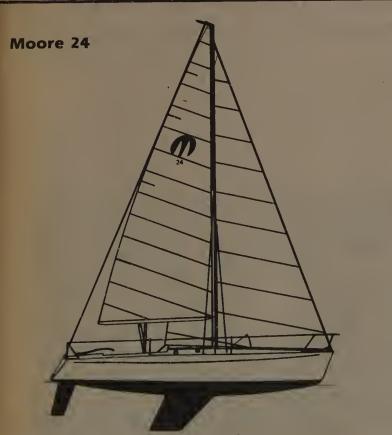


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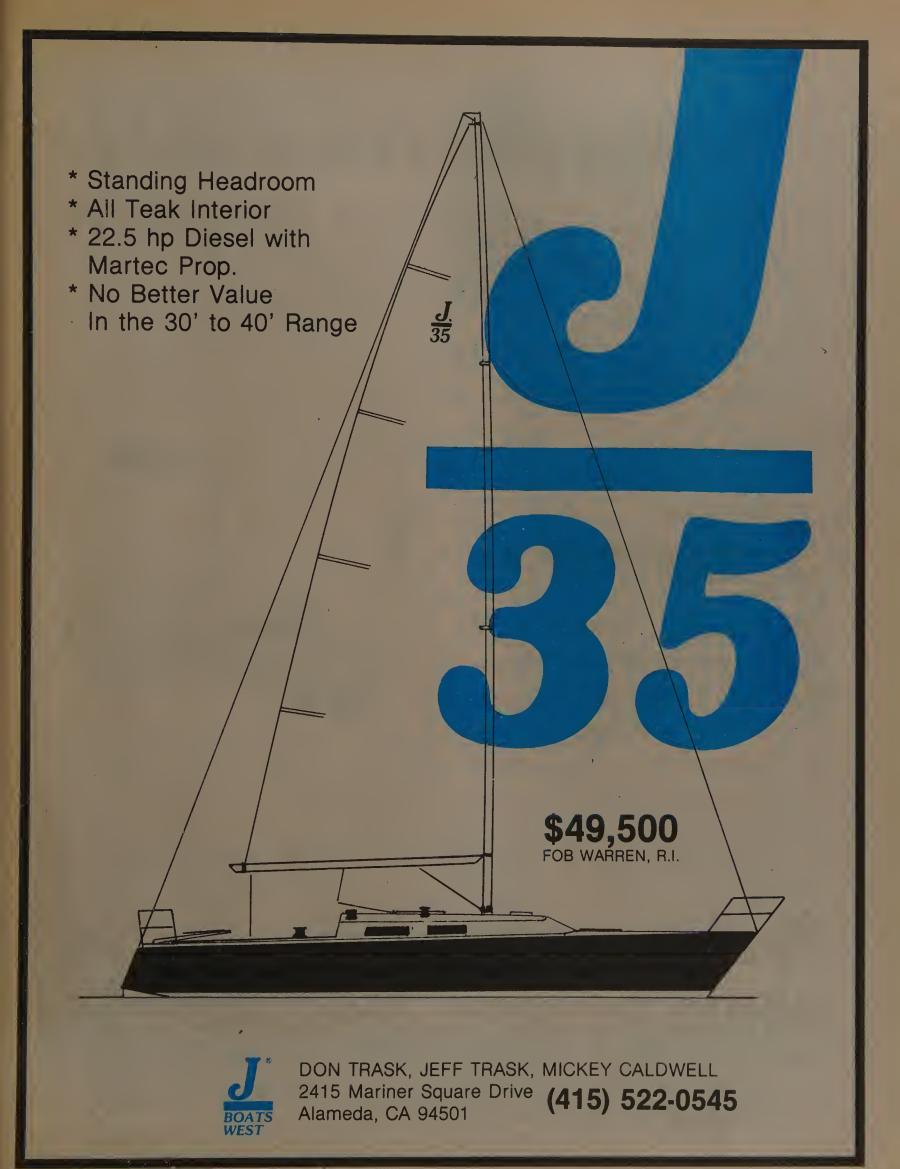
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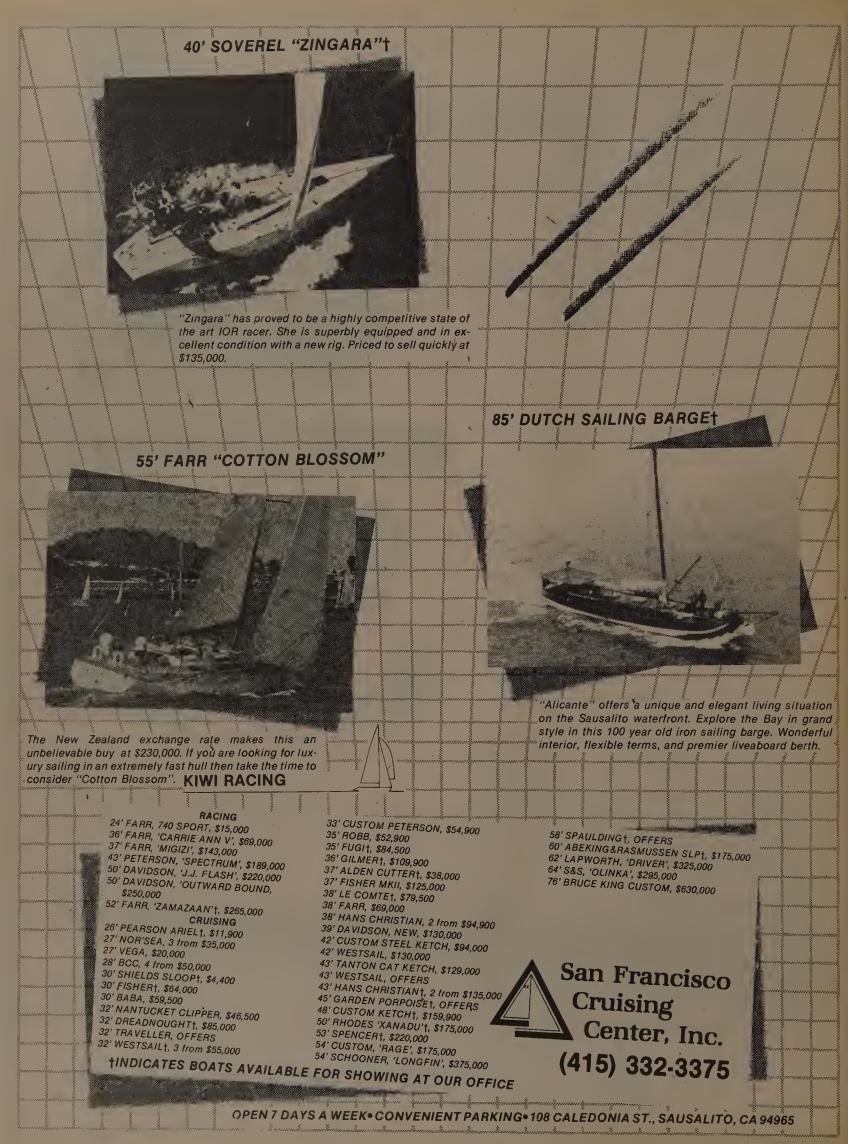
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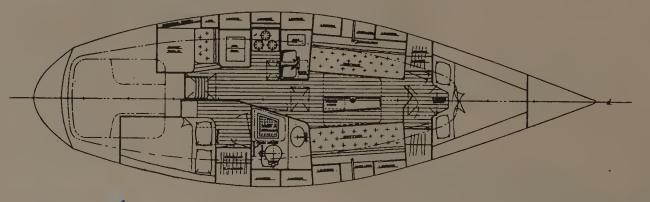
#### **Principal Dimensions:**

L.O.A.	38' 4''
L.W.L.	30' 10"
Beam	11' 9½"
Draft	6' 0''
Displ.	19,025 lbs
Ballast	6,700 lbs External Lead Plus
	550 lbs Internal Trim Ballast



#### SAILAWAY PACKAGE INCLUDES:

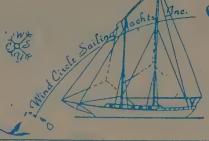
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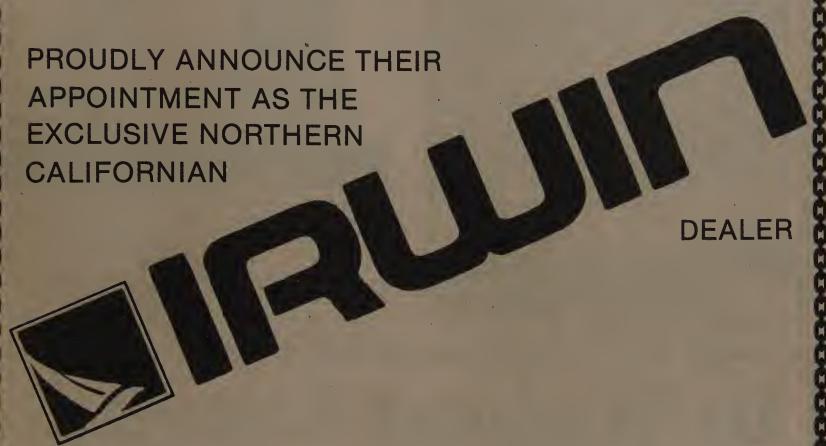
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### CALENDAR

Non-Racing

July 4 - Lake Tahoe raft up near Reagan Beach. Jerry Lucas, (916) 544-3190, or Windjammers YC, (916) 542-1550.

July 6 - Sign up deadline for Lake Merritt's Adapted Boating Program. (415) 465-1287 or 444-3807.

July 8 - BCDC releases their staff report on houseboats, liveaboards and other floating structures used for residence in the Bay Area. Margit Hind at BCDC, 30 Van Ness Ave., San Francisco 94102 or call 557-3686.

July 9 - Cruising seminar with Jim DeWitt and Andrew Pitcairn at Passage Yachts in Pt. Richmond. (415) 236-2633.

July 9 - Pt. San Pablo YC's free flea market. Mike Gail, (415) 233-1046.

July 9 - Folsom Lake's annual Dixieland Jamboree. Hot fun in the summertime! (916) 791-1756.

July 16-17 - The American chapter of England's Dinghy Cruising Association sponsors a Delta trip. Douglas Knapp, DCA, c/o Bay Area Marine Institute, Pier 66, San Francisco 94107. (415)

July 19 - South Pacific Yacht Charters sponsors the showing of "Sailing Below the Wind", about sailing opportunities in Tonga and Tahiti. 7:30 pm at The Schoolhouse, 2050 Oak Park Blvd., Pleasant

July 25-26 - First Bay Area showing of the award winning movie "Coaster: The Adventure of the John F. Leavitt" at Berkeley's UC Theatre. See the fate of one man's dream for a modern day sailing cargo ship. Other showings: July 27, Marin Civic Center; July 28, Palo Alto's New Varsity; July 31st, Monterey Peninsula College Music Hall Theatre; August 1, Santa Cruz's Louden Nelson Center; August 2 at Sacramento's Showcase. Coast Sail Productions, (805) 963-8548.

**August 13-14** — Offshore cruising seminar led by John Neal in Sausalito. Two days of facts and figures. Mahina Cruising Services, P.O. Box 21814, Seattle, WA 98111. (206) 784-0187.

#### Racing

July 2 - 32nd Boreas Race to Moss Landing. (408) 724-3875, (408) 374-1130 or (408) 728-4139.

July 2 - Start of the TransPac in Los Angeles. 2200 miles to Honolulu and the mai tai buckets. (213) 667-6822.

July 2 - MORA Long Distance Race to San Diego. A miniature version of the TransPac. Dick Aronoff, (415) 523-3005, Suzan Lorraine, (415) 381-1790, or John Dukat, (415) 522-1396.

July 2-3 - Laser Slalom. St. Francis YC. 563-6363.

July 2-7 - Windsurfing World Cup Regatta off the St. Francis. Diane Green, 595-0696.

July 2-10 - Lake Tahoe Sail Week, including a Fourth of July regatta on the 2nd and 3rd and the Trans Tahoe on the 9th. Jim Mitchell, (916) 541-0176 (h) or (702) 588-6211 (w); Ross Groelz, (916) 544-3352; or Mike Franceschini, (916) 544-4224.

July 3 - Metropolitan YC's Oakland to Catalina race. Ron Hatt, 832-6757, or Fred Doster, 687-0111.

July 5-7 - Santa Cruz 27 National Championships, part of Tahoe Sail Week. Robert Schuyler, (408) 265-8611 or (408) 353-3039.

July 8-9 - Express 27 Nationals at Silvergate YC in Shelter Island, San Diego. Leave your foulies at home. (408) 476-0529.

July 9 - Doublehanded Lightship race make up date. Paul Mazza, 769-8257, or Tony English, 934-5197.

July 9 - Midnight Moonlight Maritime Madness race from San Francisco YC to Vallejo and back. 435-9133.



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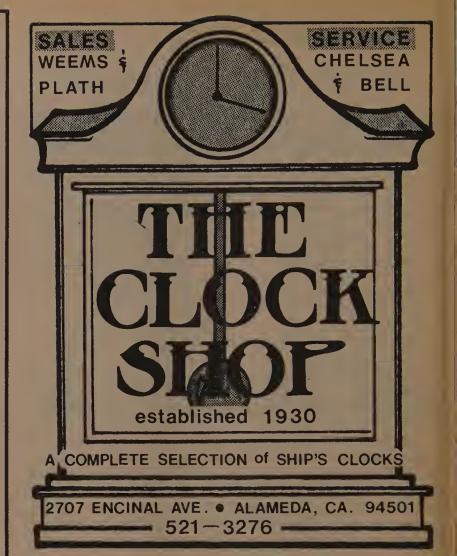


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### CALENDAR

**July 9** — O'Neill Classic sailboard race from Fort Point to Berkeley with all the rock stars. 841-WIND.

**July 9-10** – High Sierra Regatta at beautiful Huntington Lake. Also on July 16-17. (209) 485-4090.

**July 9-10** — Frank's Tract Mystery Race in the Delta. Where is the sunken tractor? (916) 944-0244 or (415) 684-2568.

July 10 - 10th Annual Golden Gate Crossing for sailboards. 595-2285.

**July 12-17** — Monterey Multihull Classic, when the cats take over Monterey Bay. Colin Filshie, (408) 372-4271 (eves).

**July 14-22** — Soling Worlds on the Berkeley Circle. A gathering of egos. Jerry Price, 989-1000 or 563-1935.

July 16 - Silver Eagle race. 763-9605 or 521-2980.

July 16-17 - Day Sailer Nor-Cal/Nevada regionals at Huntington Lake. Warren, (209) 275-6239, or Bill, (415) 327-8429.

July 18-22 - Seahorse Maxi Series in England.

July 21-24 — Santana 22 Nationals at Tiburon's Corinthian YC. Marge Watson, 834-3990 (w), or Charlie Brochard, 799-1889 (h) or 420-5171 (w).

July 22-24 — Hanelei Bay race from Ala Wai to Nawiliwili to Hanelei Bay. Carl Stepath, (808) 245-4635.

July 23 — Island to Island race from the Delta to Angel Island and return. Ted Greathouse, (415) 684-2568, or Joe Gluvers, (916) 991-5224 or (916) 332-5218.

**July 23-24** — Master Mariners fun race and Iron Man (or Woman) contest. Raft up at Treasure Island. Mike McQueen, 838-9252 (eves).

July 23-24 — PICYA cup races, including Big Lipton, Little Lipton, Larry Knight and CHISPA. Dianne Chute, (415) 332-6086 (h) or (415) 331-5770 (w).

July 24 - Estuary Madness, an El Toro race/cruise from Oakland to San Leandro. (415) 865-5905 or (415) 357-1634.

July 27 — The Admiral's Cup starts and Monroe Wingate's Scarlett O'Hara goes for more glory.

July 30-31 — Clear Lake summer regatta at Lakeport YC. Brian Aldeghi, (707) 263-5565.

Spring and Summer Series - Ballena Bay YC: Friday night series #1 - 7/8; Friday night series #2 - 7/22, 8/5, 8/19, 9/2, 9/16; Summer's Whale's Chase -7/9, 8/6, 9/3, 9/17; 365-7306or 865-6641. Island YC: 7/29, 8/12, 8/26, 9/16, 9/30; 786-6944 (days) or 521-4780 (nights). Encinal YC: Spring — 7/8; Summer — 8/5, 8/19, 9/9, 9/23; 522-3272 or 932-5005. South Bay No Name YRA: 7/9&10, 8/14, 9/24, 10/15; 593-1634. Sausalito YC: Sunset Series - 8/2, 8/16, 8/30, 9/13, 9/27; Laser Series -8/11, 8/25, 9/8, 9/22; 332-7400 or SYC, Box 267, Sausalito 94966. Golden Gate YC: Friday night series -8/5, 8/19, 8/26, 9/9; 822-5655 or 346-BOAT; Wooden boat Series (IC's, Knarrs, Folkboats, Bears) - 8/10, 8/17, 8/24, 8/31; 285-3952 or 922-1053 (messages). Monterey Bay YRA: 8/20, 10/15; MBYRA, Box 3284, Carmel 93921 or (408) 424-2525. Sausalito Cruising Club: 7/8, 7/22, 8/12 (8/19 make up if needed); 332-9349. Corinthian YC: 7/1, 7/8, 7/15, 7/22, 7/29, 8/5, 8/12, 8/19, 8/26; 668-4155.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates by the 18th of the month to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!



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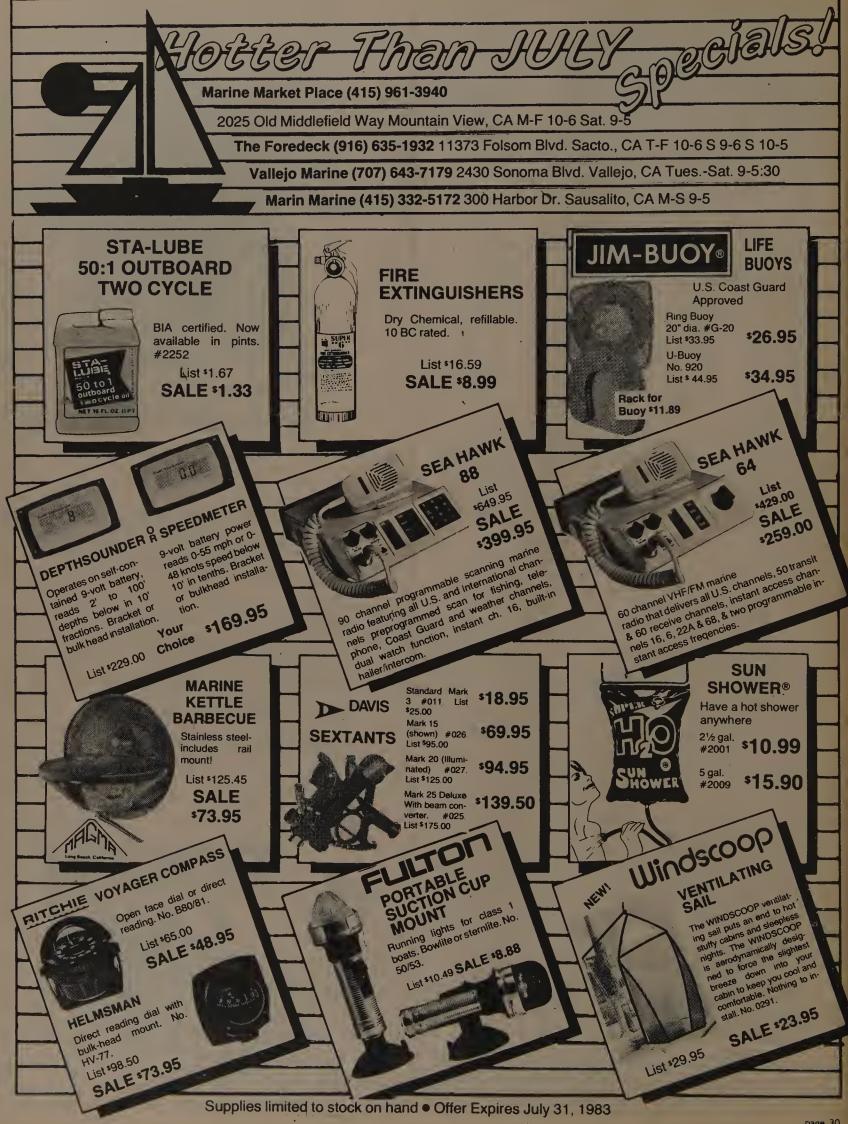


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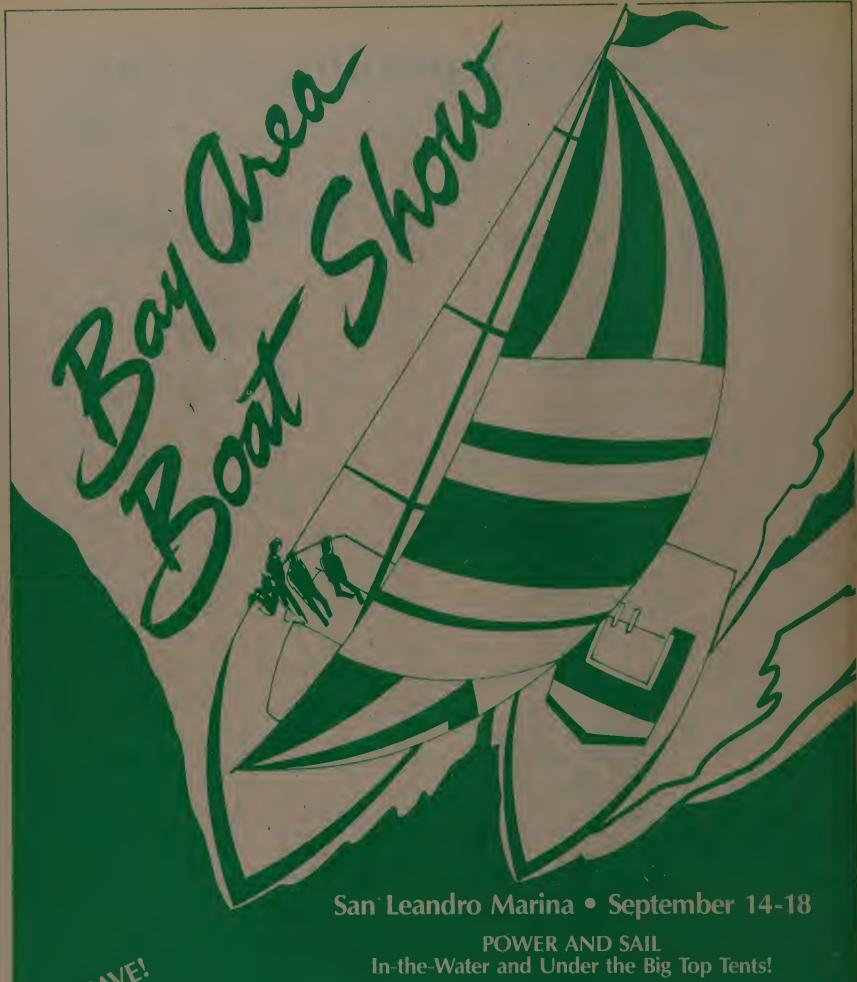
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### **LETTERS**

#### ☐THE COSTA LOTSA CHARTA?

I was delighted when I read about your article "Smarta Charta" about bareboating in La Paz. I immediately obtained the phone number from yourselves and called the "Agent" in the East.

I was distressed to see my cruising dreams go up in smoke when I was told a one week charter on a 40-ft boat would be \$2400 per week. They quickly added that the high rate made up for the low airfares!!!

I would say they certainly do! And then some. These rates were quoted for July and August which I assume is not the "High" season. I have personally chartered in the Virgins and would say a comparible Charter there would be in the \$900 to \$1,000 range off season per week. With these high rates someone from the East Coast would think twice about chartering and someone from the West Coast has thought twice.

I would ask you to forward a copy of my letter to the owner of this charter fleet. I think he has put his trust in the wrong place for an agent. It would seem his market would be on the West Coast not the East Coast which is closer to the Carribean. His agent seems out of touch with reality, did not send a brochure as promised and was quite annoyed at my questions regarding their rates.

I think the idea of bareboating in the Sea of Cortez is a great idea. I own a sailboat but have not the time or money to undertake the trip. A bareboat charter would be the answer!!

Joe Davis

Joe — We were told that the rates would be "high Caribbean", not realizing that meant almost \$400 a day. Whew! Of course they've got the only legal game in town, and have a lot of expenses to recoup. And being businessmen, presumably that's what they've decided the market will bear.

The alternatives? Bareboating is one possible solution, but we don't know who you'd bareboat from, and if it would really save you that much money

We hinted at what we felt was the most economical alternative — advertising to be "paying crew" on some cruising boat down there. In winter there are plenty of boats down there, with plenty of owners desiring to replenish the cruising kitty.

The drawbacks is that it's illegal, and few if any of the boats down there have insurance, especially for chartering. But then the big sportfishing boats in Cabo San Lucas have been playing this charter boat game for years, with everybody knowing about it and nobody showing an inclination to stop it.

#### **DELECTRONICS LECTURE**

In re-reading some past issues of *Latitude 38* an old ongoing argument I have with other cruising sailors comes to mind, and some of your readers may be interested.

As I write I am a mate — deck & navigation officer — on a U.S. flag freighter (yes, a rare thing!). We are one-and-a-half day's away from the Panama Canal Zone, course 122°T, speed 20 knots. At present and for the past few days, our SatNav is kaput despite all our and the Radio Officer's efforts. Our Loran C is usless down here and Loran A — which used to be good — is a thing of the past. Both our radars work . . . for now, but it's too deep to navigate by fathometer, and the RDF has cob-webs. But not to worry, we all have our own sextants and not a little bit of experience in navigation. So what's my point?

Electronics are great, they make life easier, save money (time is money and the sun doesn't always shine), and are usually very accurate. But I don't trust this ship, my boat, or any other vessel I'm responsible for to electronics more than I can periodically cross check



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So again, what's my point?

Use your electronics and know them well, as well as you know your sextant, your eyes, your tide and current tables, your picot charts, your D.R. ability and all that old stuff our fathers knew before electronics were so popular. Know your Loran so well that you know when to doubt it. Don't depend on only one source of input, especially electronic.

I could ramble on with millions — well, perhaps hundreds — of "problems" caused by both professional and recreational sailors who trusted their electronics and who did not develop their 6th sense for when the salt air knocks out electronics. So please be safe and aware, and I'll try not to run you down.

End of lecture.

P.S. Love your magazine and love taking issues around the world — on rather large stink pot.

Rob Spencer S.V. Sea Pod San Francisco

#### **□NO NEED FOR TREPIDATION**

While in the Miami Airport on the return from our trip to the Virgin Islands, we noticed this item [on the temporary stopping of three American yachts in Nicaragua] in the paper and thought it might be of interest to readers contemplating cruising in Central America.

We would also like to add that, based on what we had read in your columns of late about what a rotten place Charlotte Amalie is, we approached our visit there with some trepidation. However, in the three days we spent in and around the town, we were treated very well by everyone we met and never experienced any unpleasantness.

Locals there told us that problems usually arise when visitors—and even locals—don't use common sense, e.g., walking around unaccompanied at night, wearing provocative attire, etc. The minor inconvenience of taking a taxi to and from restaurants is certainly no reason to forego the pleasures of visiting wonderful places such as the Harbor View or the Hotel 1829. For us, the biggest hassle involved in initiating a charter from St. Thomas was having to put in to check in and out of Customs—and even that was a relatively minor distraction.

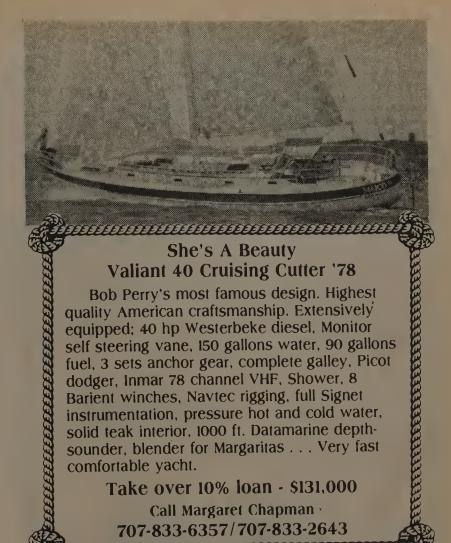
Therefore, we think readers should place the highest priority on whom they charter from and the lowest on where the charter operation is located. Speaking of charter operations, we give high marks to Charter-Sail, Inc., operated by Mickey Karkus. His organization is professional, the boats — Mason 43, Dufour 35, Beneteau 35 — are very well equipped and maintained. Mickey is both easy to deal with and very well-informed as to what the charterer needs to know, both about the boat and about the V.I.'s.

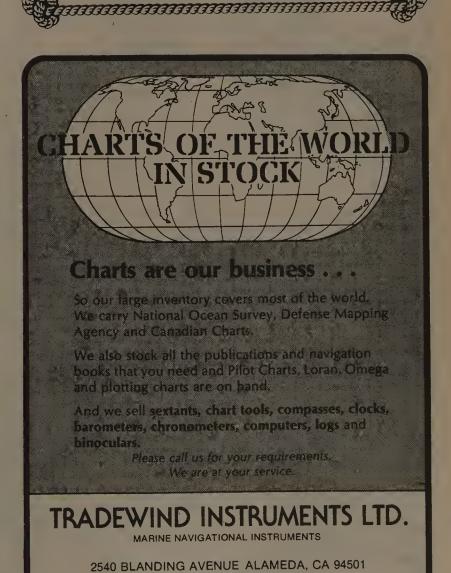
Keep up the great work with the publication!

Morgan & Joyce White Iuresse Woodside

#### **EXECUTE** CURRENT

I greatly enjoy your magazine but dislike receiving it two weeks after everything listed in the Calendar is over. I've decided it would be worth the extra \$20.00 to get it two or three days after publica-





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	ЗНМ	30 HP	348 lbs.	3924.00	3450.00
	3HMF	30 HP	368 lbs.	4387.00	3800.00
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- **1st** *Carina*, Olson 30: 1983 StFYC One-Design Invitational (2nd place boat, *Quest* also with DeWitt Sails!)
- **1st** *Bella Donna*, <u>Burns 30</u>: 1983 MYCO Midwinters Sail-off of all Class & Division Champions 1st Overall
- **1st** *Shaman*, <u>Santa Cruz 40</u>: 1983 RYC Big Daddy Regatta 1st Overall IOR Class A
- **1st** *Tabasco*, Olson 30: 1983 Royal Victoria "Thrash" Regatta/Canada 1st PHRF Class A
- **1st** Flying Colors, Moore 24: 1982 SYRA Season Champion (Also 1st 1982 StFYC One-Design Invitational)
- **1st** Samurai, Santa Cruz 50: 1982 Mazatlan Race-1st Overall, 1st SC50, 1st IOR Class A
- 1st Centurion, Olson 30: 1982 SYRA Season Champion
- **1st** *Thumper*, Wabbit: 1982 SYRA Season Champion
- **1st** Scotch Mist II, Santa Cruz 50: 1982 Victoria-Maui Race 1st SC50, 1st-to-finish
- 1st Animal House, Olson 30: 1982 Regionals/Santa Cruz
- **1st** *Silverstreak*, <u>Santa Cruz 50</u>: 1981 Big Boat Series Winner, St. Francis Perpetual Trophy

and the list goes on! Why do so many ultralight sailors come to DeWitt for their racing sails? Because we have more experience in the design and building of winning ULDB sails than any other sailmaker. And that design experience, added to our proven DeWitt technology in construction, translates directly into the extra edge in boatspeed you need to break out of the pack. Give us a call ... we want to help make you a winner too!



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tion, so here's my \$35.00 for this year's subscription. Keep up the good work.

P.S. I purchased a 30-ft 1941 Ackerman cutter in October and have yet to sail it due to the weather caused delays in its restoration. If you have any influence with the Powers-That-Be (perhaps He is a subscriber) I'd be really appreciative if you'd see what you can do about this funky weather. I'd really like to go sailing before August.

Jeff Morris

Castro Valley

Jeff — Looking out the window today, we think your weather's come in.

#### **CAT PEOPLE**

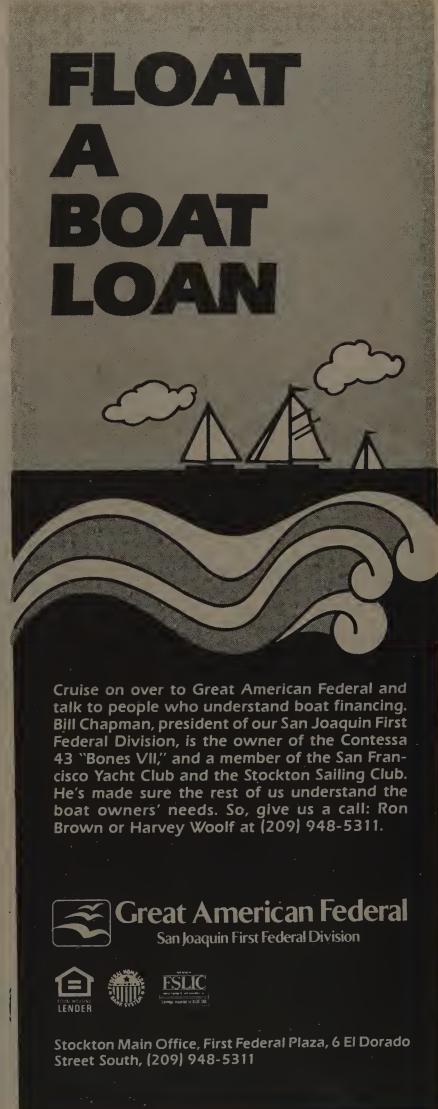
After wading through the May issue's letters to the editors covering all the subjects normally found in *New Republic* (i.e. nuclear dangers, sexism, vindictive litigants, ad nauseum), I have been moved to sit at this machine and send along a crisp, wholesome, refreshing note about an incident that occurred on Mother's Day just past.

I, and friend Tony C., boarded my 22-ft wooden sloop in Alameda on Sunday morning, May 7th (after having already dutifully telephoned my mother to wish her a happy day). We stowed the boat covers below decks, loaded on the food, gear and garb and sailed out onto the Estuary. I refrain from calling it either the Alameda Estuary or the Oakland Estuary to avoid the pitfalls of pettiness mentioned above that are perhaps best confined to more lofty, academic publications concerned with such topics. (If I might digress, the San Francisco State University campus newspaper Gator published a very nice piece this week; a full-page article about the 'Prince Phillip' whose ribs were recently uncovered in a storm and are still visible to strollers and joggers on the San Francisco Beach. To reach, park at 48th Ave. & Noriega and cross the Great Highway. From the bluff it will be plainly visible at low tide. Meanwhile, back on the estuary .) the name business reminds me of the sleeve-called thusly by all of Europe except England who refers to it as the English Channel.

As we approached the Jack London Square area we heard a Godawful wailing sound. We thought a child was being tortured on the nearby shoreline but as we came about and pulled away from the shoreline the sound was repeated, louder and clearer. With that, I shoved open the afterhatch to peer below and found myself staring into the eyes of a scruffy, and absolutely terrified alley cat. It was a brisk day and we were heeled well over which we figured was too much for this poor cat who had probably crawled aboard to sleep one off. We were having a pretty good laugh over this (though the cat was not laughing). I've found a variety of things below decks on my boat from time to time — empty booze bottles, roaches (the smoking kind, not the insect kind), even a 44C bra once! I have always figured that with the full covers and cozy large front berth my boat has provided high school kids with a discreet place to rendezvous. But this was the first stowaway.

Since I was moving the boat to a new berth in Sausalito it would mean dumping this poor, scruffy Alameda alley cat in Marin without the proper knowledge of nearest Dipsy Dumpster, garbage cans and the like. So Tony and I agreed that the only humane thing to do would be to return "Scruffy" to the Alameda Yacht Harbour. We returned to the harbour, luffing up along a pier and watched the cat make an amazing leap to the pier, turn and continue wailing and cursing us profusely.

Once again we set out and to make up for lost time chose to motor until we got out of the estuary. At the entrace to the estuary we shut down the motor and were no sooner under the relative quiet of sail





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# Presents . . . TENANT of the MONTH

Berkeley Marine Center is a WHOLE SERVICE facility including complete Boatyard services PLUS Engine Service, Discount Chandlery, 60-berth boat storage, and, We are proud to present OLYMPIC CIRCLE SAILING CLUB... this month's featured tenant! Read their message...



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when I began to hear a persistent squeeking sound. The kind of sounds that make you worry on long trips in an old car!

"Now, what the hell is that?" I asked of Tony, who had no opinion. Once again, the hatchcover was showed back, nothing to see but the squeeks persisted. Dropping below and peering aft under the cockpit area I spied four more stówaways — four new-born kittens born within 48 hours. Cute little buggers — white with grey patches — just like "Scruff" who leaped ashore back at Alameda.

Now I ask you what kind of guys would we be if we didn't abandon the crossing to Sausalito and return to try and reunite Mum and kittens — on Mother's Day no less! Which is exactly what we proceeded to do. And this tale has a happy ending for there was Mum standing at the old berth wailing away and waiting patiently for our return. We no sooner tied up when she leaped aboard to return to her maternal duties. Mum and kittens doing well at last report.

Keith P. Davis and Tony Camilleri Sausalito

#### **DOESN'T SOUND GOOD TO ME**

I am interested in crewing on a cruising boat; but do not like the sounds of what can happen from being on a Crew List.

Are there no other ways for one to go sailing? I used to sail many years ago, loved the feeling, experience, and would like to do it again; but I do not know anyone with a sailboat.

Do you have any suggestions? Would you give me the names and addresses of some Bay Area Yacht Clubs? Perhaps there are some reputable skippers who would take people for a cruise for a fee.

Thanks you for any help or suggestions you might give.

Jane Coleman Chico

Jane — If you don't want to take the responsibility for watching out for yourself and are willing to pay money to sail, we'd recommend one of the many sailing school/charter outfits that advertise in these pages. They offer a tremendous variety of programs in a supervised environment, one that should be just right for you.

#### GOOD RIDE

Another satisfied Latitude 38 Crew List member saying thanks for

the opportunity!

True to your word, I got an offer. This one to help deliver a 43-ft Polaris — similar to the Valiant series of boats — to San Diego. We made the trip from Richmond to San Diego in — would you believe — just under three days!

Swept along by gale force winds and 15 foot seas, we averaged at times 7 to 8 knots, surfing under reefed main. A thrilling experience, to say the least. Then, the last eastward leg of the voyage served as a grand finale, sailing under a canopy of stars with a gentle following seas, watching Point Loma materialize, dead ahead in the dawn, right on target!

All the while a crew of four plus the owner/skipper were in the best of spirits. I could not have asked for better shipmates! Nor a better

three-day sailing school!

Ed Voigt San Francisco

Ed — Doing the Crew List is a pain in the butt, however results like yours make it ail worthwhile.

#### MUM'S THE WORD

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ı	30' ERICSON				
l	30' ISLANDER MKII CHOOSE FROM SEVERAL				
ı	30' BAHAMA — PEDESTAL, DIESEL				
	33' WOOD SUNSET — F/K				
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Then too there is a picturesque charm from having those whose love of boating and waterways become boat dwellers. The beauty of the area is enhanced and a sense of pride and beauty pervade what used to be very drab and austere if not dangerous surroundings. It is a pleasant and sometimes unnoted improvement well worth the telling. Such positive change should not go without the good publicity it so deserves.

James F. O'Neill Buckley Cove

James — Living aboard, as we well know, is a great thing not only for the people living aboard, but also for everyone else in the marina and usually it's owners.

But we'd hestitate to go public with such information. You know darn well that anytime the government hears that a segment of the population is happy they send in a couple of agencies to find out what's the matter.

#### **PALMOST OLD BLACK & BLUE**

I am writing to you about the recent nineteenth century race which took place on San Francisco Bay between *The Pride of Baltimore*, *Wanderbird*, and *Old Blue* of Pier 39. It's beyond me as to why the Blue and Gold had to persistantly shadow *The Pride* the entire race.



The Blue and Gold stalks The Pride.

Why couldn't they've photographed the race — as we tried to do — from a distance, thereby allowing others to enjoy the beauty of it all?

So a special thanks to the *Old Blue* and skipper for participating and for looking so closely after our visiting ship. If you're at all interested in some great shots of you, and the boats, we've got some!

Rick Montalvan

San Francisco

Rick — We were there and personally feel that the Captain of the Blue and Gold was pretty wild in operating such a large boat in the manner he did in waters so congested with so many small spectator boats. But maybe somebody was really pushing him as there were only three or four people on the darn thing.

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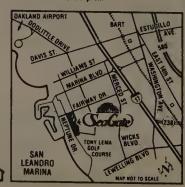


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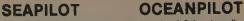


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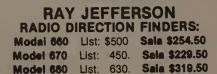


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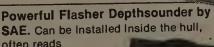
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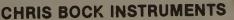
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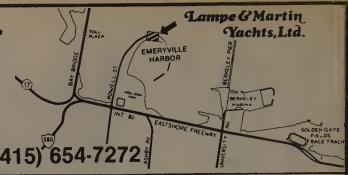




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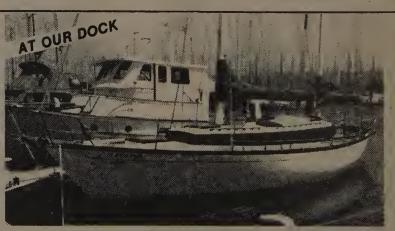
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FAST PASSAGE 39

**ALOHA** 

SEE BROKERAGE ON THE NEXT PAGE

What to do next time? Wait until everybody gets tired and goes home. Then you get good clear shots minus all the annoying obstructions and unwanted background boats.

#### **TWITCH IN TIME SAVES NINE**

Sailing here is dominated by Lasers, Windsurfers, and Hobie 16's. Even daysailers are checked in and out of estuaries to the Red Sea by a very twitchy Coast Guard. Just ask Tristan Jones, whose abandoned Drascombe Lugger I looked at in the Coast Guard station at nearby Rabigh. (I believe it has since been salvaged and sailed back to Jeddah.)

The Med beckons. My wife and I are chartering a Gin Fizz 41 from Rhodes for ten days along the Turkish coast this July. We're ready!

Bill Moore

From the Bay Area Jeddah, Saudia Arabia

Bill — We think you've got your adventurous sailors a little mixed up. It was Webb Chiles whose Drascombe washed up in Saudia Arabia and who was temporarily thrown in the slammer.

Say, about that Turkish cruise. Latitude 38 — and our readers — are dying to hear about cruising anywhere in Europe and the Mediterranean. Please fill us in.

#### □JURAI VOTRE BOOM KIM, JUENE FILLE[?]

I have an article from Sea magazine entitled, "Spanish for the Gringo Yachtsman". It contains terms from various categories such as: sailing, rigging, engine terms, spars, anchors, and many others. This glossary, complied by Dix Brow, Kay Boylen, and Chris Caswell, would certainly be useful to anyone cruising to Mexico.

Have you run across anything similar, such as: "French for the American Yachtsman"? I hope to cruise to French Polynesia some day and would like such a glossary. I took a basic course in French for learning pronuciation and a few useful phrases. But there was nothing of a nautical nature in the material. Looking up words with specialized meanings in a general dictionary can be treacherous.

Any help from you or your readers would be appreciated.

S. E. Worthen
San Jose

S. E. — We didn't see the Sea article, but we know there is an excellent nautical Spanish/English section in Reed's Almanac. It's outstanding, and very helpful.

As for a French counterpart, the best we can do is a Creole/English Phrase Guide as found in the Yachtsmen's Guide to the Greater Antilles. And that ain't going to cut it.

However we're sure what you're looking for exists and that one of our cruising readers will write in and tell us what it is and where to find it. There's a Latitude 38 "Roving Reporter" t-shirt in it for whoever does.

#### □BLINDED BY SCIENCE?

The May article, "The Nuclear Seas Movement", contains few facts, much fiction, considerable distortion, and great amounts of emotional fear mongering. French bomb testing has little or no relationship to the disposal of obsolete nuclear subs, but it does make a high-emotion gambit for the article, true or false.

As for the Farallon nuclear dump sites, scientists point out that no significant public health hazard could result even if a complete release of all radioactive material dumped at the sites could occur. The toxic potential of those materials would be trivial compared to the natural radioactivity present in the sediment and seawater of an equal ocean



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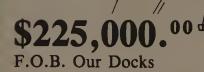
#### **DESIGNED BY PIETER BEELDSNIJDER**

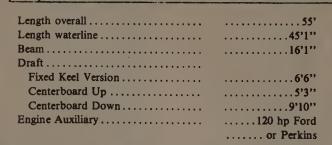
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area. (Howe's remarks about crab traps is simply poppycock: unabashed scare stuff. No one has found any significant radioactivity in crabs!)

The overwhelming consensus of scientific opinion, as reported by General Accounting Office (EMD-82-9), is that the hazards of past sea dumping of low-level radioactive waste has been greatly overemphasized.

But, we'll probably hear more in '84. This subject seems to crop up ever election year, with a larger number of barrels, giant sponges,

and other good publicity material.

Contrary to Howe, the EPA reports show no "concentration" in the seabed or sealife. The report does show that concentrations were less than the minimum detectable (0.034 pCi/gm) and may, in fact, be zero. A similar deceptive practice is to attribute beta radiation to strontium-90, when such measurements are largely from natural potassium-40 (had your banana today?). As for plutonium-239 and cesium-137 in rock cod — my favorite fish — the same is true worldwide. You guessed it: fallout from bomb tests.

Enough of the Farallons, except to point out that the international conventions for dumping radioactive waste at sea (yes — it is allowed under international agreements) require that containers must hold their contents only until reaching the seabed. No one, certainly not the AEC, said these used 55-gallon drums would contain anything

indefinitely. Where does Howe get such nonsense?

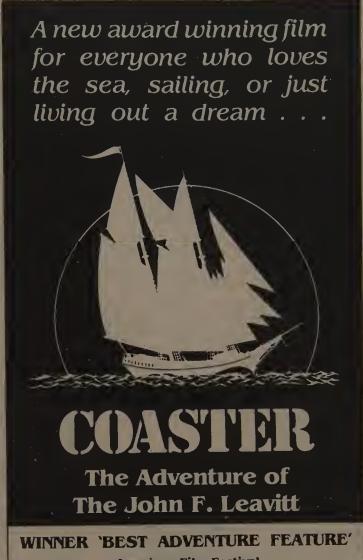
High level liquid wastes will not "boil for a half-million years". If they boil (at all) for a short time, the liquid boils off and the dry residue remains. Howe's entire concept of nuclear fuel reprocessing and high level waste solidification is simply wrong. Likewise, his story about the Lyons, Kansas, salt repository study is confused. The "Project Salt Vault" study — 1960 to 1971 — was very successful (see ORNL-4555). When the same site was proposed as a repository, various problems such as test wells found at the site eliminated it as a possibility. But, why bring that up? What has Lyons, Kansas, got to do with disposing of nuclear subs? Howe's radioactive geysers make good science fiction, at least.

The long term disposal of radioactive waste does not involve technical obstacles, only social/political problems posed by ignorance and superstition, as evidenced by the Howe article. Requirements for secure containment for 1,000 years (current regulations) are easily met. Low level waste, such as the Navy's nuclear subs, is even easier

to dispose of.

The Navy, in their draft environmental impact statement (DEIS), has selected two ocean sites for environmental studies, not as disposal sites as claimed by Howe (DEIS page S-11, "Locations for possible ocean disposal sites have not been selected.") Nor will the subs release "unprecedented amounts of (sic) radio-activity into the ocean." The English routinely dump liquid radioactive waste into the Irish Sea from the Windscale plant, including some 40,000 curies of radio cesium annually. This has been done for some 20-plus years with no measureable effect on the populace eating fish harvested from the same area (see Windscale Inquiry report). Howe's statement is nonsense.

The subs to be scuttled will be vented so that pressures inside and out will be equalized. Therefore, no imploding or crushing as postulated in the mysterious memo quoted by Howe. The only radioactive material of consequence is in the form of radioactive atoms (primarily cobalt-60) in the metal of the reactor vessel. The effects of seawater, high pressure, and the low levels of radioactivity involved on the metal of this sub hull and the thick reactor vessel are clearly defined in the DEIS. A secure period of 200 years is most conservative, and even if the hull should fail, the thickness of the reactor vessel offers a long-term protection.



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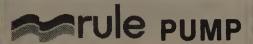




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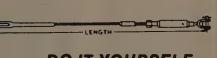
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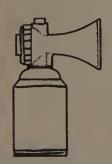


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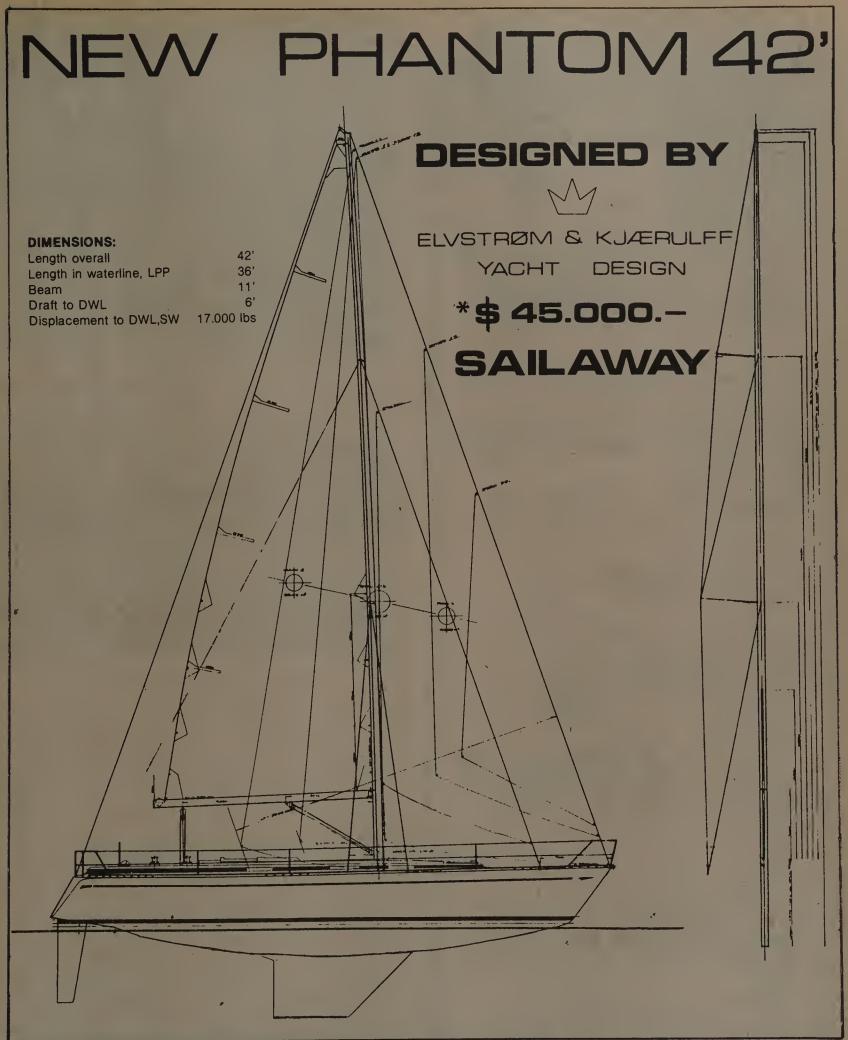
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In summary:

- 1. There is no scientifically acceptable evidence that past radioactive-waste dumping in the oceans poses any hazard to man or the welfare of the oceans.
- The Navy's DEIS for disposal of obsolete nuclear subs indicates that ocean disposal presents the best of the alternatives, with insignificant radiation hazards to man and ocean environments (i.e., less than background radiation). It's the cheapest way, too.
- Latitude 38 should stick to sailing, or at least
   — provide for some competent review of articles
   involving brain surgery, computer design, nuclear
   physics, weather forecasting, and other esoteric
   stuff.

Enough said?

Hal Rogers
Lady Doris
Santa Cruz

Hal - No.

#### **DA LETTER THAT HAD FALLEN BEHIND OUR DESK**

Last month I was privileged to attend a seminar on offshore cruising — put on in Marin County by Sue Frederickson and John Neal of Mahina Cruising Services — which covered a wide variety of material and information related to offshore cruising.

Although I have not had broad cruising experience, I have had enough to realize how valuable the information was that they presented. It is one thing to read about such subjects as provisioning, first aid, heavy weather sailing, safety and many others in the books that are available to all of us, but it is another thing to hear first-hand solutions from people who have spent many years experiencing these problems.

One of the most interesting aspects of this two-day seminar was the interaction of the 60 or 70 people, all who had some degree of either cruising experience or desire to cruise, discuss in an open forum the materials as presented which gave further valuable input to the prepared subjects.

I would suggest that anyone who is going cruising could well benefit from this seminar and the small charge for attending is underpriced for its value.

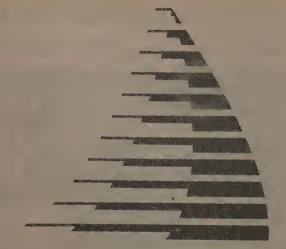
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#### **III TAKE THAT BACK**

This is a letter of apology to Neal Pernochet. After reading my letter in Latitude 38 this month (in response to Mr. P's letter of a previous issue) I realize that I wrote derogatorily of Mr. Pernochet and called him names. I apologize for my lack of manners in doing so. A difference of opinion is no justification for name calling or other verbal abuse, especially in print. Neal, I hope you will accept my apology.

John C. Wade Bainbridge Island, WA

John - All of us get worked up about issues we strongly believe in



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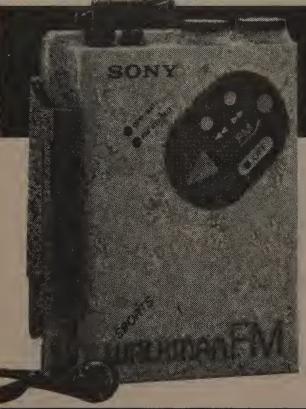
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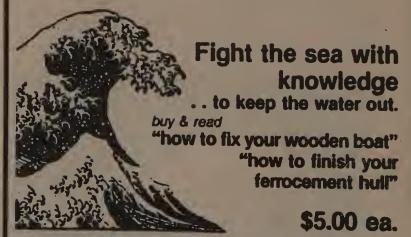
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and say or write things we wish we hadn't. That includes us at Latitude 38. It also includes Mr. Pernochet, who wrote another letter and then had us pull it.

#### □JERK ALERT

The June edition contained a letter by Art Shaw entitled "Probably Will, Too", describing an incident where water balloons were thrown at his boat by another vessel that rapidly came within 10-15 feet of his beam. I share his feelings that he hopes they rot in hell and "probably will, too".

They won't be alone, though, whoever they are. Joining them will hopefully be those who threw balloons at us.

We were tied to a buoy at the south end of Angel Island on Sunday, April 24, 1983. Our cockpit hatch was open. We were quietly enjoying the afternoon.

Along comes their sailboat, motoring through the anchorage. They came within five feet of us, close enough for the girl standing at their bow to take perfect aim and land a water balloon right on us. It hit the face of our depth sounder which was mounted in the cockpit, hit my husband who was in the cockpit, and the water landed in the cabin and on me as I was standing in the galley.

Perhaps we should have brought a liability suit against these people and go for punitive damages as an exemplary measure to halt this type of action, but we are not that type of people.

I do wish that these people who have the childish urge to throw water balloons would leave us alone and reserve their foolish behavior to those other people who also find it necessary to throw water balloons.

Perhaps they will all rot in hell where they'll really need water balloons to cool off.

"Unsigned" San Francisco

Unsigned — We're some of the foolish people who enjoy throwing water balloons — but only at other fools who go for that kind of stuff. If you're not that kind and you were attacked in the manner you describe, we'd have certainly alerted the Coast Guard at least. If none of the offended parties take any action, these jerks are just going to continue doing what they do best — being irresponsible assholes.

#### **UVIENNESE SAILORS**

Peter Kittel's account of the Crew List party was most interesting, yet I was alarmed when towards the end of his article, he gave away Vienna's secret weapon, namely the blood-curdling curses locals use with little or no provocation. Otherwise Viennese are rather peace loving, and it has been said that the slogan often found on bumper stickers: "Make love, not war", originated in Vienna.

Mr. Kittel's undisguised interest in the opposite sex and the way he went about it in conjunction with his use of curses makes me suspect that Ludwig Immergluck and myself may not be the only Viennese sailors in Northern California.

Ernest Belden *Nespa* Vallejo Yacht Club

#### **IN THE INTEREST OF SAFETY AFLOAT**

The "Forespar Mini-Galley-Model 111492" is, in my opinion, a very dangerous thing to have aboard a boat.

Our generous skipper bought a barbeque, the above mentioned stove, and steaks for his crew's dinner at Drake's Bay where we were spending the night.





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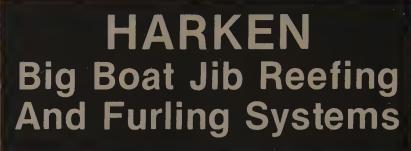
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The coals were in the process of getting ready and our skipper went below to heat beans on the new stove. Presently, we heard the skipper cussing, in the same intense manner as if he were still racing. There was a strong smell of propane coming from the open companionway. He was trying desperately to screw the two halves of the plastic stove together, as liquid propane froze his hands.

We got the cartridge out of the stove, and up to the bow. Why the fumes didn't ignite, I do not know, as the wind was blowing them over the coals.

I would be interested to hear what a marine insurance surveyor would have to say about a propane container that once opened, can't be shut off, and is used below deck.

Buz Sanders Saratoga

Buz — We had a similar incident with such a stove this winter in Mexico. Flying across the Sea of Cortez to Mazatlan we asked the wife if she'd disconnected the propane tank from our Forespar Mini-Galley before packing it in our bags. We carry the stove to heat bottles for our rug runner. She hadn't disconnected it, so before continuing the flight from Mazatlan we asked the crew if it might get jostled and present a danger in the cargo compartment.

After endless deliberations with half the population of western Mexico, we were taken down to the cargo area where we removed the stove from our baggage. Then the fun began.

With all the other passengers watching, we stood next to the plane in the fading twilight trying to explain in our limited Spanish that we wanted to keep the stove itself, just throw the half-used cannister away. The problem being — as you mention — that you can't shut the tank off once it's been installed in the stove.

In a short time there was a large crowd of people — some in airline uniforms, some in military uniforms — around us, all gesturing wildly in hopes of getting us and the damn plane on the way.

Finally one gentleman understood what we were trying to say, and in the joyful macho manner characteristic of Mexicans, ripped the tank from the stove. Well it might as well have been Telegraph Avenue in Berkeley back in '69. That cannister shot out of his hands spraying everyone with the icy propane, twirling madly on the ground like a tear gas cannister. Everyone screamed in surprise and took off in all directions until the propane was dispersed.

All in all it was an exciting scene for everyone. It scared the hell out of all the Mexicans, and we're sure all the passengers in the plane thought it was some hijack deal. After a couple of minutes we were shocked to find that the plane hadn't blown up, we hadn't been machine-gunned by any of the soldiers, and we weren't even hauled off to jail.

We're still not sure how safe — given the situations you and we have described — such stoves are on boats and planes, but we do know propane always must be used with caution. We also know Forespar provided us with one of the more memorable moments of the winter.

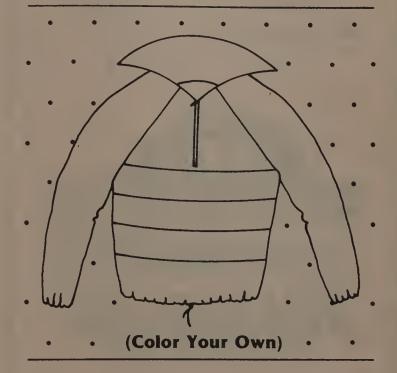
#### GREAT GRANDPA'S AND THE TRANSPAC GIFT

Nice job, Latitude 38, on your article about the two Bay area grandfathers of Windsurfing, Glen Taylor and Ted McKown. If it wasn't for these guys the Windsurfer class in the Bay would probably be as active as the 110 class. They really stand behind their product and are always willing to answer questions, give advice and sometimes even lend out their equipment if the need arises.

Having sailed with — and against — them for the past three years, I can attest to their being great guys.

Besides being a sailboarder I'm an avid big boat sailor/racer and

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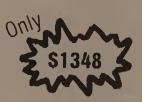
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student at the California Maritime Academy in Vallejo. Being a water orientated school, sailing is very popular among students and our sailing program is becoming quite active — especially our big boat program. This is mainly due to donations of boats, gear, and of course money. It is to those donors that I am truly grateful.

After that short introduction and on behalf of the CMA sailing team, I'd like to publicly thank William ("Bill") Clute for donating the use of his boat, *Annabelle Lee*, for this year's TransPac. By lending us his race-ready boat, Mr. Clute has put our biggest obstacle behind us and 2,200 miles of "speed burns" lie ahead. Thanks Bill for making CMA's TransPac efforts complete.

P.S. I hear UCLA has entered the race also. If anyone down there would like to put a little wager on corrected time — maybe a beer or two — look me up. Hell, we might even give you an hour!

Dennis Deisinger California Maritime Academy Vallejo

Dennis — UCLA's sailing team will be TransPacing with Ariel, a Tradewinds 40. Should make good lunch for you guys. Mel Richley's Amante, a sistership to Annabelle Lee, ought to give you a good race.

#### **□YOU NEVER KNOW**

Enclosed is a request for a year's subscription. I am confident that *Latitude 38* will help keep me in touch with Bay area sailing during my years visit to Baltimore, Maryland.

Perhaps there are Bay area sailors who know of someone in the Baltimore area who might need an extra crew member. I am a moderately experienced — and certainly enthusiastic — crew member of 30-foot and under Bay pleasure vessels. I would love to be put in contact with someone who might need someone like myself in Baltimore. Unfortunately, I would not be able to crew for longer cruises, due to a three day/week class schedule.

I will be in Baltimore until the end of May 1984. I can be contacted at 1625 McElderry St., Baltimore, MD.

Kathleen Noonan Baltimore, MD

### □HORSES' ASSES, MASTER MARINERS, PATIENCE AND PANTHERS

1. Horses' Asses: It is true that some participants in the Master Mariners Benevolent Association's annual regatta have, on occasion, shown less than perfect conduct and regard for good sportsmanship. Critics of the MMBA have been all too ready to make much noise about the very rare and occasional "horse's ass" whose presence is inevitable in any group of this size.

During my eleven years in the association, I have observed that 98% of "horses' asses" are crew, not owners, and come from latitudes south of Bakersfield. Prudent mariners will avoid this region

2. Master Mariners: The 1983 Race Committee, in recording the finish order of the Marconi II division, put my boat *Patience*, and *Misty* in a dead heat tie for third place, and listed *Ingwe* as second place. Now the problem arises, for, you see, *Patience* is a 36-foot Herreshoff ketch with sail number H36 while *Misty* is a sloop with sail number 136. *Ingwe* (African word for panther), built in Durban, South Africa, is an Atkin ketch and carries number 223. Owned by sailmaker Jay Gardner and Pam Simonson of Napa, she of course sports a fine black panther on her main. I am certain that a human error occurred which I cannot explain, but can understand.

3. Patience: My able crew and I knew we had overtaken all boats

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ahead of us except Saltflower and had nailed down second place in our category. Patience is one of Herreshoff's Nereia class design. Nereia was one of Neptune's granddaughters, and you'd better believe he knows me better than to imagine I would be mucking about San Francisco Bay without my mizzen, disguised as a sloop wearing a panther during a Master Mariners race.

I am known to become extremely and totally obnoxious when my crew and I have been wronged — a real "horse's ass"! Some wonderful force restrained me at that Encinal awards ceremony. I stood becalmed, mouth hanging open like a pea-coat sleeve while Ed Jay, my son, accepted the third place (tie) trophy, promptly and gallantly turned, kissed and presented my trophy to the pretty lady from Misty. Phyllis, my first wife, stared at me with amazement and fear in her eyes, hair on end. Having been through World War II with me, said said, "Oh shoot, here we go again!" Being a Republican, she reserves the real 'S' word for breaking dishes, getting mugged in Hawaii and walking off the floats at Pelican Harbor. I would like to believe that my self control was due to the influence of our boat's name, or because as a Staff Commodore of the MMBA, I appreciate the massive energy required of the officers, committees and participants to stage the finest regatta in the country. The truth most likely lies somewhere on a rhumb line between the above and the fine load of gin and olives which was merrily sloshing in my bilge. I drowned a couple more olives and as Bill Vaughan later said, looking like a bucket of water running down a wall, repaired to my sack in miserv.

4. Panthers: Everything was put right the next morning when Jay and Pam of *Ingwe* came aboard to tell us it was, in fact, the Panther in the tie with *Misty* for third, and graciously gave us the second place trophy. Disappointed, they sailed home to Napa, empty-handed. Rest assured I will see that they get their trophy. *Patience* and crew congratulate *Ingwe* for their honesty and unselfish display of good sportsmanship. When you see the black panther on the Bay, you may be certain there is no "horse's ass' aboard *that* vessel.

P.S. Committee, please note: Next year, look for *Patience* as a five-masted, junk-rigged, stays'l cemento schooner with a pink pussy holding a large bamboo saltflower in her teeth on the third sail from the pointy end. All is forgiven. I love you.

Ed Gibson Staff Commodore, MMBA Sausalito

#### FIRST AID

I need some help from you wonderful people at Latitude 38. I bought a Freedom 27 cutter built by Duncan Marine in Taiwan. Unfortunately, I cannot obtain any information on it, for I never saw one like mine or even heard of it before. So, I begin to wonder, what kind of boat is this? And I am still wondering about it; is it a seaworthy vessel? (Please do not make fun of it because it was built in Taiwan!)

So, if anyone would know anything about this particular boat, I would appreciate all the information. By the way, it still is floating and sailing well after ten years of life. In anticipation, I thank you for any information I might receive.

I enjoy your magazine very much, it gives me hope for future cruises. Without water and wind, life would be so dull.

Michel Seigneur Manhattan Beach

Michel — If we remember correctly, Duncan Marine either built or had built for them in Taiwan a whole series of very expensive boats, ranging in size from the 27-ft cutter to a 46-ft ketch. As best as we can recall they had a good reputation in the beginning, and in fact one of





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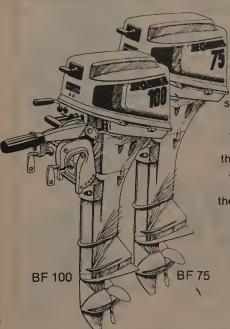
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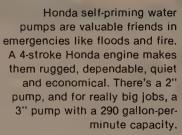
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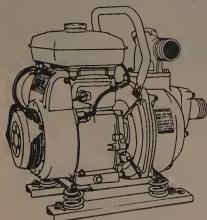
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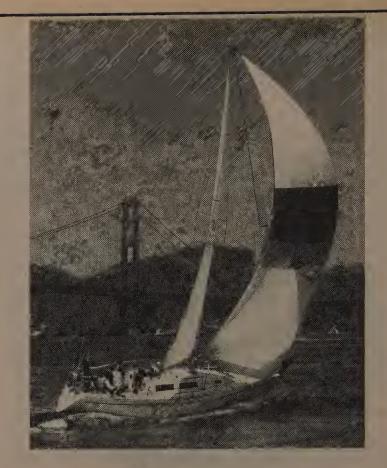
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the better custom boatbuilders in California helped get that 27 line going. (We'd give you his name, but he doesn't want anyone to know about his past).

The whole Freedom gig ended — again if we're remembering correctly - when either the importer or the manufacturer accepted huge amounts of money from individual American buyers and never produced any more boats. We remember reports of people getting taken for \$45,000 and more.

Is the boat seaworthy? About five years ago we were sailing down in Mexico with a guy from Oregon who spent a year down there with a Freedom 27, and he liked it. But that says nothing about your particular boat. What you need is a good marine survey, not a brochure or a bunch of old time opinions about a lie's reputation.

To make things clear to our readers, this older Freedom line is not to be confused with Gerry Hoyt's line of cat-rigged Freedoms.

#### □23 MILES ACROSS THE SEA

I enjoyed your article on the Catalina 22. Catalinas never seem to get the publicity one would expect from their large volume of sales.

In addition to Fleet 13 based in the Walnut Creek area and Fleet 4 in Sacramento, there is a Fleet 9 in the South Bay area. Fleet 9's activities consist mostly of a cruise a month on San Francisco Bay. While most members have Catalina 22's, there are some Catalina 25's and other boats in the Fleet.

Persons interested can call Tom Jones at (408) 269-3201 or John Horning at (415) 967-4449 on weeknights. After all, we're sailing on the weekends.

John Horning Mountain View

#### DON'T SHIT WHERE YOU EAT, AND WE LIKE FISH

Some facts regarding the issue of dumping nuclear subs.

1. One of the reasons the Navy needs to get rid of the subs is to make way for the new more deadly Trident subs. Under existing SALT treaties, we're only allowed new subs if we get rid of some of

2. Agreed, nothing is totally safe, but radioactive waste is one of the most toxic materials on earth. Long lasting too. Not such a nice

legacy to leave the folks 10,000 years down the line.

3. No one really knows how radioactivity enters the food chain, but it does. In a study of the Columbia River from The Atom and the Energy Revolution by Norman Lansdell, it was found that while the radioactivity of the water was relatively insignificant, a) the radioactivity of river plankton was 2,000 times greater, b) the radioactivity of fish was 15,000 times greater, c) of egg yolks of water birds — a million times greater than the amount of radioactivity in the water.

So . . . the stuff increases in toxicity as it makes its way up the food

chain.

4. The subs are the tip of the iceberg. The Departments of Defense and Energy have tons of radioactive wastes (including highlevel, low-level, spent fuel, uranium mill tailings and transuranic waste) looking for a permanent disposal site. Out of sight, out of mind.

5. At the London Dumping Convention in February 1983, member nations voted 19-5 for a fwo-year moratorium on dumping low-level radwastes. The United States was one of the no votes, despite similar domestic legislation passed last December.

Folks, this is an important issue for everyone who loves the ocean

and life. If we don't protect the oceans, who will?

For more information on the Navy's plans and related issues, write to: B.O.N.D. (Ban Ocean Nuclear Dumping), Box 1385, Mendocino, CA 95460.

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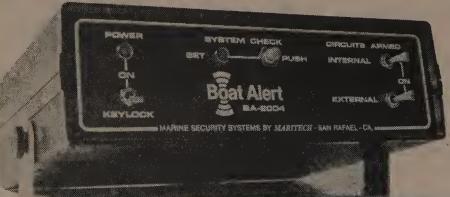
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#### **MANY MATTERS ON MIND**

Enclosed is a S.A.S.E. in which I'd appreciate your sending me a copy of the work form for HO-211 as offered by John Stevenson in his letter that appeared in the June edition.

In regards to Bash's article in the same edition [on learning Morse Code]; I'm observing two young ladies who have been trying to master the 13 wpm for over three months — more than 12 weeks! They still haven't reached sufficient skill to pass the test. These gals aren't idiots and are really studying seriously. With some people it is necessary to forget about how long it's taking and just keep practicing until the required speed is achieved.

Bash's guides are excellent, but his tapes need to be improved — who needs all the dialogue? The AMECO tapes are more to my liking although there may be others I'm not familiar with. The only way I know of mastering code is practice, practice, practice, until the brain cells and motor cells cooperate in the process of code copy.

As for me, I'm dumping time into trying to master the 20 wpm, and sadly reflect this has been going on since February 1983. I'm certain that age has something to do with the response process, but with persistence old cells can be taught, too.

Hopefully you will attempt to make voyaging amateurs aware that they can lose their equipment — including their boat — if they use their rig within foreign boundaries without the proper permit from the respective country.

In regard to Mel Lawson's report on the Nicaraguan incident, I personally am aware of the *Pajaro Solitario* and doubt the story about the navigational equipment failing on all three boats. Probably crewmember Miss Martinez (luscious) used her fluent Spanish to get the skippers out of their predicament.

Irving Rubin N6IEU Marina del Rey

Irving — At face value ham radios seem like a great thing, but all the rules, pettiness and animosity that seems to be associated with them makes us jubilant there's not one on our boat.

In regard to the Nicaraguan incident, we don't think there was any one reason to doubt that the boats approached the coast of that Central American coast by mistake and were almost immediately let go without any hassle or incident. Why suspect there was need to talk anyone — "in fluent Spanish" — out of anything?

#### □REAL MEN DON'T . . .

I couldn't help but notice Pt. Bonita Yacht Sale's "Mr. June" model on page 106 of the June issue. I admire the clever, attention-getting idea.

But aren't most sailors guys? Don't most guys — even in Northern California — still prefer to look at girls? I'm thinking that if there's not a female Ms. July in this issue that maybe they ought to change their name to Castro Street Yacht Sales. What do you think?

A Real Man Sausalito

A.R.M. - We think your logic is flawless.

Latitude 38 welcomes all letters on any subject even remotely related to sailing. So speak your mind by dropping your letter to Box 1678, Sausalito, 94966. We will assume all letters are for publication unless otherwise specifically stated.

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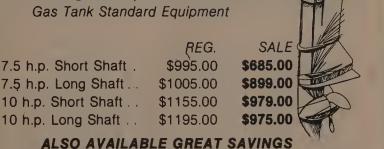
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# LOOSE LIPS

Peter Kittel, we have mail for you! Peter is the fellow who wrote about the Crew List parties in the May [Volume 71] issue. We don't have a current address for him, so somebody let us know where to forward his mail, please.

On June 17 the U.S. Supreme Court ruled that customs officers may board any boat on inland waterways with ready access to the open sea. The majority of justices feel this did not violate the Fourth Amendment, which protects against unreasonable police searches and seizures. That means any boat on the Bay is now fair game for customs, so don't be a dope and get caught with some . . .

Speaking of police, Leo Garfield, outgoing Police Chief of Richmond, where the equivalent of one-tenth of the population passes through the jails each year, was quoted by the San Francisco Examiner as saying: "Policing in Richmond is not like a Sunday sail on the Bay". Not even on Opening Day, we'd imagine.

The Wall Street Journal recently turned its financial eye on boat-builders Palmer Johnson, the Sturgeon Bay, Wisconsin outfit that doesn't even consider a project unless the fee is at least \$500,000. They pride themselves in attention to detail. For example, while completing a 110-ft sailing yacht for a wealthly European, they ran into a problem with the bathtub faucets. The owner wanted ones he could adjust with his feet, which wasn't provided for in the original layout. No problem. "If he wants faucets he can twiddle with his toes, we'll give him faucets he can twiddle with his toes," said Bjorn Johansen, boat yard superintendent. Like they say, money talks and nobody walks — they just twiddle their faucets.

Racing large vintage schooners on the Bay is a fast growing sport. This spring the 90-ft clipper *Pride* of *Baltimore* squared off against the 85-ft pilot schooner *Wanderbird* from Sausalito. The pair made plans to do it again this fall when the *Pride* returns to the Bay after visiting the Northwest. By that time the 125-ft Camen Island schooner *Gold Field* may also be here, itching to get into the fray. If the local crew pool is thin because of all the IOR boats that need hands to run them, it will be stretched even thinner if we have to provide fodder for these babies. Perhaps shanghaing will come back into fashion — watch out for foreign substances in your margaritas.

El Cerrito's Ugo Conti, the man with the 28-ft sailing rubber raft, made it to Hawaii, taking 25 days to complete the trip from Morro Bay. According to news reports the only difficulty he encountered was fish-bite damage to the ends of the inflatable tubes of his craft. Must have been some hungry fish.

Ray and Shirley Triplett, the couple who spent eight years circumnavigating in their Garden ketch Morning Star, now berthed at Pt. Richmond, are at it again. After writing a book about their trip, which included a passage through the explosive Middle East, they returned to the Mediterranean and bought a 53-ft Herreshoff ketch called September Song. They're even thinking of going around the globe again. It must get into your blood after you've done it once.

Tony Lush, the BOC singlehander who had to drop out of the 1982-1983 race when his Lady Pepperell broke her keel in the Indian Ocean, called up recently wondering if we knew of any Americans trying to circumnavigate non-stop. He's thinking of trying to become the first Yank to perform that feat.

Chris Boome of Barient, the winch makers in Menlo Park, noted

# Pacific Marine Supply



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#### **GOING SOUTH?**

HEY CRUISERS!! Mark you social calendar, Saturday, October 29, 1983, 5:00 p.m. It's time for our Annual PMS Cruiser's Kickoff Party for all boats going cruising. Make your plans to be in San Diego by that time to meet lots of other folks going south, compare notes, make new friends, etc. All the munchies, drlnks, etc. furnished by PMS with no obligations. We do hope you will rmemeber us for any of your cruising needs. As usual, our '66 Ford Pickup "White Lightin" (still running) will be available for trips to Consulate, provisioning, etc. Have your mail sent to our address where we will put it in our cruising mailbox for you.

Feel free to call us in advance if you have any questions about SD or any questions regarding cruising equipment, re: to auto pllot or not to autopilot. We do have a staff of experienced offshore cruising folks working with us and pride ourselves upon giving knowledgeable advice as to what equipment is needed and — just as important — not needed. We have available for you in the store our Cruising Guide which we feel will be helpful to you.

We monitor the Manana Net on the Ham Radio 14340 daily at 1900 Zulu and also Channel 16 for your convenience.

When you get to SD swlng by PMS even if you don't need anything, have coffee with us — we'll direct you to the laundromat, Consulate, etc.

If possible bring a picture of your boat and crew to make a page for our cruiser's scrapbook.

Happy Sailing - See you October 29th!

Steve & Tommie

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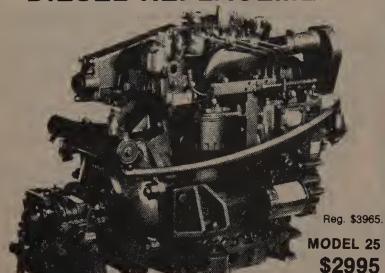


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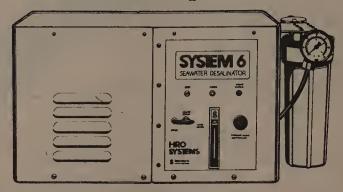
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## OOSE LIPS

the following mention of Latitude 38 in the June 1 issue of The Practical Sailor: "Speaking of magazines, much as we like to look at the slick photos in the high priced spreads, the best of the lot may be Latitude 38". Aw, shucks.

No way to talk about your boat, Eric

"Almost overnight, our awkward, hard-mouthed bitch had become a gentle, well-mannered lady and is now a pleasure to sail." Eric Hiscock discussing the change in the helm of his new boat after changing the rudder

"I've been swimming the Bay with other men since 1958, and this is the worst year ever for judging currents. You might as well be reading a bedtime story instead of a tide book. You just can't tell which way the currents will run."

> Bay swimmer Tom Rice, on reading the weird Bay tides and currents this year

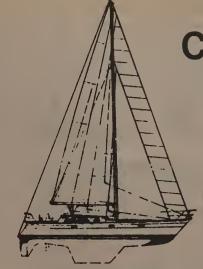
This year's Monterey Multihull Classic from July 11-17 will draw over 220 entries for a week of open class and one-design racing. Of special note is the One-of-a-Kind series in which some 35 different types of cats will compete against each other. Included in that field will be Randy Smythe of Southern California, current Tornado world champ and a favorite for the 1984 Olympic team. He will have to contend with Don Lehr, however, who has reconditioned the fully winged Coyote III, a Class C catamaran. In 1979 this 25', 600-pound speedster set an unofficial record by averaging 18 knots over a 12-mile closed course. Spectators can catch the action off Steinbeck's Cannery Row in Monterey. For more information, call Colin Filshie at (408) 372-4271.

San Diego's Ancient Mariner's TransPac Race to Lahaina, Maui, was cancelled due to lack of interest. Apparently only two boats were entered. In the previous two races there had been 10 to 15 boats, and a great time.

#### Around the Islands Race

The second annual Around the Islands race, dedicated to determining the fastest sailboat under 18' on the Bay, ran on May 30th with 19 boats competing. Included in the field were a mixture of International 14's, 505's, an International Canoe, a Fireball, Contenders, Lasers, a Finn and a Sea Lark. First to finish over the 13.8 miles course from Richmond to Angel Island, Anita Rock, Alcatraz and return were Tom Poor and Stuart Park in a 505. They had to overcome a two minute lead held by Matt Blake and Chris Benendict in a 14 at Anita. Chris crewed on last year's winner, Alan Laflin's 14 which this time placed third sailing with Russ Taylor on the wire. Race organizer Andy Bates placed fourth with canoeist Del Olsen

The winners not only received a \$100 check (which they donated to the local 505 fleet), but also the "Kiss A Frog" Perpetual Trophy. This is the cut-off bow of a 14 which came out of the mold but never reached completion. The hot dog roast following the race featured plenty of Foster's, the sponsoring beer company from Australia. Down under they have their own fleet of fast 18 footers, but the Aussie skiffs aren't allowed in the Bay version.



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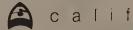
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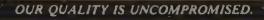
#### INTERNATIONAL 14

Chris Benedict Alameda, Calif.

FIREBALL

Scott Rovapera S.F., Calif.

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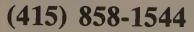


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# LOOSE LIPS

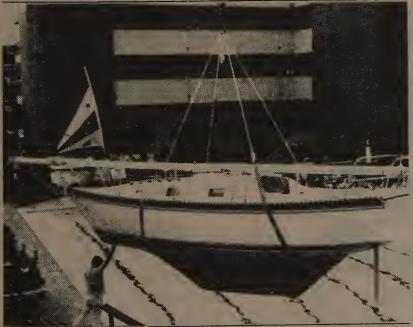
Fog stories are part of the coastal folklore in Maine. Colleague Norris Hoyt has one that he tells about. It's called "potato navigation" in which a crewman is posted on the bow of schooner in foggy weather, preferably one who played baseball in his youth and had a "good arm". At his side would be a sack of Maine potatoes. Every so often, the lookout hurls a potato into the fog. If he doesn't hear a splash, he immediately yells aft, "Tack!".

Red Martson's "Reaching With Red" column Sailing, October 1982

Reader G.R. Potter dropped us a line to renew his subscription and let sailors know that "Sailing the Red Sea is great — the water is warm and the wind is out of the NW at a steady 20 knots in the summer, building later in the afternoon". Sounds just like San Francisco, doesn't it, except for the fact the water isn't as warm here.

If you're planning on sailing around Saudia Arabia, Mr. Potter recommends you purchase the publication *Rules and Regulations for Saudi Arabian Seaports*, which has "everything you'll ever want to know about Saudi Arabian seaport regulations". The volume is available in Jeddah, Riyadh, and from the International Press Centre, 76 Shoe Lane, London. Order yours today.

You think you're pretty sharp? Then tell us exactly what's going on here. Somebody like to sail in enclosed waters, maybe? A travelling salesman who can't stand missing his evening cocktail on his boat? Perhaps the backlot filming of a Hollywood sailing epic.



Actually it's none of these. This is really a Lancer 25 being lowered into the main swimming pool at the Balboa Bay Club. The occasion was Launch '83, hosted for over 1,000 guests by Microsoft in conjunction with May's huge computer conference at the Anaheim Convention Center. A gimmick to be sure, but a good one when you're trying to get customers to distinguish your computer products from all the other look-alikes. Trust Lancer's to be in the vanguard of new ideas.

This was no easy shipping job either, taking eight men almost three hours to get the darn thing in the pool. The main obstacle was a low overpass which required placing crane outriggers into the flowerbeds and using 30-ft crane extensions.

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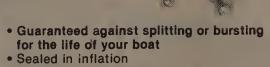
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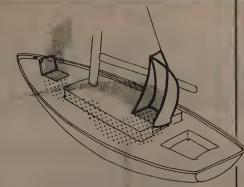
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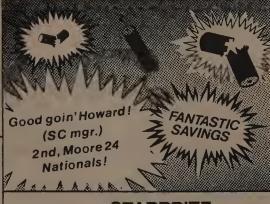


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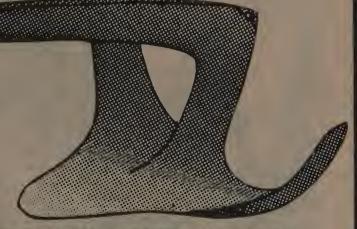
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#### this is a bust

Former Northern California ocean racer Thomas Harney of San Rafael was arrested with seven others in San Diego on June 11 and charged with smuggling marijuana. He was arrested aboard his Swan 55, *Andiamo*, at her temporary berth at San Diego's Shelter Island.

The arrests began earlier that day when three men in a "suspicious" van were stopped at the permanent freeway checkpoint near San Clemente. The men, Jaime Bonilla of San Rafael, Dean Bowen of Sausalito, and Robert Loop of Healdsberg were booked when 1,500 pounds of what was believed to be Columbian pot was found in the van with them.

Apparently those arrests led authorities on the trail to "the big A" as Andiamo was affectionately known. An additional 3,500 pounds of weed were found aboard. Arrested there along with the 30-year old Harney were Bruce Doll of San Rafael, Leo Magnan of Boulder, Colorado, Hans Larsen of Sweden, and William Smith of Fort Lauderdale.

Harney, who had been one of the youngest big boat racers in California, purchased *Andiamo* in Florida in 1978 and had her trucked to Sausalito where she was completely refurbished by Ron Anderson's yard. Although eight years old by then and too heavy and undercanvassed to be competitive, he began to race her. First there was the Mazatlan Race of 1978 which *Andiamo* did not finish. Second was the 1979 TransPac in which the Swan took 17th in class and 63rd in fleet. *Andiamo*'s moment of glory came with the Ballena Bay's inaugural TransPac to Kauai in 1980. In that race *Andiamo* was the third boat to finish behind *Merlin* and the Santa Cruz 50 *Secret Love*; it was good enough to win a \$1,000 bet from Harold Nelson, owner of *Axel Heyst*.

Harney then chartered the fractionally-rigged Peterson 41 High Noon for racing, and put Andiamo into cruising retirement. He raced High Noon in Long Beach Race Week, the 1981 TransPac, and the Big Boat Series with moderate success. After the Big Boat Series of 1981 Harney had pretty much burned out on racing.

We last saw Tom in Cabo San Lucas in December of last year. He'd decked out *Andiamo* with all the cruising goodies a charterer might want: a water maker, video equipment, and endless electronics. He reported that he and *Andiamo* were on their way to the Virgin Islands, where the boat had been chartered out to a corporation for the season. Tom would be captain



Andiamo on the way to Hawaii.

and later take the boat up to Rhode Island to charter out for the America's Cup competition. He'd had brochures made up and the whole works. Obviously those plans have been changed.

- latitude 38

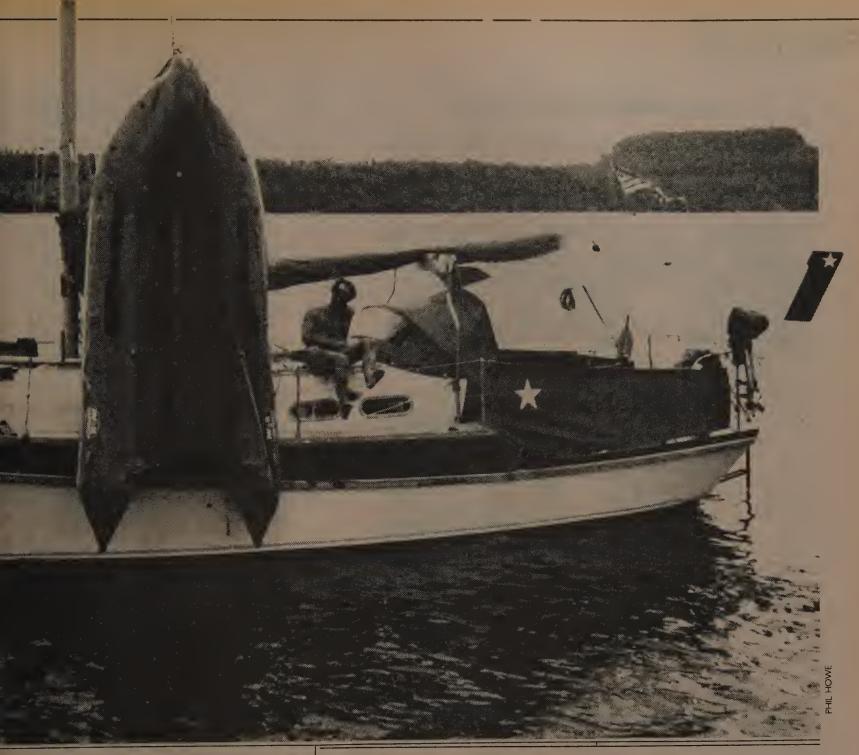


#### palangi in

The famous dinghy story.

Redhawk was due to leave Vava'u in one week. Dry goods were being brought aboard in preparation for our next voyage to Niue, and Doug Wilde and I were checking things over, making sure all of our gear was in proper sea order.

The hurricane season in Vava'u had just ended and we noticed a new boat making its way into the harbor. She came in flying her "Q" flag and dropped anchor not far away. The name on her stern read *Deep Star*. After the customs and immigration people did their thing, we had a chance to get acquainted with Don Wills and Carol Chernod aboard their Golden Hinde 31, a double-chined sloop built in Plymouth, England. They were a happy couple and Don had a compressor aboard and was intensely into



### paradise

scuba diving.

Earlier that morning at Pago Pago, American Samoa, the captain of a South Pacific Island Airways flight to Vava'u, Haapai and Nuku'alofa, inspected his twin engine de Havilland Otter. The rising sun cast spectacular purple and pink shadows on thunderheads floating on the eastern horizon.

Finishing his pre-flight schedule, he retired to the coffee shop for a quick cup before his passengers arrived. He hoped it would be another uneventful flight to the Kingdom and back. He even hoped the weather might clear a little so his passengers would have a smoother flight. It was sometimes a very bumpy ride.

Don and Carol off *Deep Star* had waited cont'd center of next sightings page

# some sailing sentiments for candy ass canadian suburbanites

Some yacht dealers try to sell boats by carrying the very best lines. Others work hard at putting together attractive financing packages. But neither one of those techniques is the main sales thrust of John Sampson's Arctic-Tropic Cruising Boat Sales in Maple Bay, British Columbia.

John, the Sampson who popularized ferro-cement as a boatbuilding material, uses a sales technique that relies on two parts inspiration and one part verbal abuse. And the killer is that he offers this pitch in his magazine ads. The following is one, which appeared in the June issue of Canada's Pacific Yachting, is a typical example:

#### What Is Life Without A Dream?

Good dreams are wriggly, elusive, slippery things to get hold of and hang on to. People who have managed to get hold of a good dream should act and live that dream and not let it slip away from them. Once you lose your dream you slither back down into that huge directionless glob along with the rest of humanity who do not possess dreams and who have nothing more to look forward to in life than eating, sleeping and dying.

cont'd on next sightings page

#### candy ass canadians - cont'd

Life has a million little twists that can screw up a dream that sits on the back burner too long!

Boredom, sheer boredom, is the core rot of Canada in 1983. Sleazy power hungry politicians try to get us excited about creating a better Canada. The media tries to get us excited about the economy. Pro-



No candy asses here!

testors try to get us excited about the bomb; Greenpeacers try to get us excited about seals, as this fat cat country of candy asses hunkers down in front of the tube at night to bring some diversion into their boring lives.

A Tuamotan has a better life than a Canadian suburbanite. There is a lots of action in the Tuamotan's life as he wades around on a thundering reef at night catching spiny lobster or dives into his fish trap to pull the sharks out. He lives in a pleasant climate among real people leading real, basic lives instead of shuffling through the paper mill and electronic wizardry of a decadent culture that's falling apart at the seams.

There is another life out there that can turn you white with fear, that can make you laugh like you never thought you could laugh, that can give you contentment and peace of mind like you never thought existed on this trip through this planet. It's there for the taking.

The banking system can collapse or the stock market can rally but our planet will just carry on spinning around. And just as sure as the planet spinning around, is the fact that no matter how many times you get on your hands and knees and pray to God he is not going to give you one more day on this planet.

Stop procrastinating. If you have dreamed about going cruising — do it! You can't cruise without a boat and I have lots of good dreams going cheap here at Arctic Tropic but it's up to you to let go of part of your precious little horde of paper that won't do you any good once you're in the box. That paper won't be worth much once Canada

cont'd on next sightings page

#### palangi -

out the hurricane season at the Bora Bora Yacht Club. I asked Carol how the sail from Bora Bora was.

"Boring, boring," she replied. "After the Cooks we had days and days of calms."

Both Don and Carol were glad to have reached Tonga. Don was looking forward to exploring the bottom of Neiafu Harbor and asked if there was a chart of Vava'u aboard Redhawk. There was, so we all dinghied over to look at it.

"There's supposed to be an old freighter here," I said pointing to a spot just off the big reef on the SW end of the harbor. "The boys at the Vava'u Club told me it was loaded with chromium ore when she went down. She caught fire during a big hurricane 22 years ago and was cut loose to save the old wooden dock. Then she blew up and over this reef and sank in about 100' of water."

"That sounds like fun," Don replied. "I love chasing around those old wrecks. You never know what you're going to come up with, but you've got to be careful not to get fouled inside one of those things."

The South Pacific Island Airways flight to Tonga was textbook all the way. After take-off from Pago, the skys cleared and the weather stabilized. Losing altitude for his approach into Vava'u, which was just beginning to take form in the distance, the pilot glanced out his port window. Five thousand feet below was something floating on the water. It looked like a liferaft, and the pilot decided to take a closer look. Banking sharply to port, he descended.

Leveling off at a thousand feet, he could see sharks swimming around the rubber raft. One pontoon had collapsed and the remain-



#### cont'd

ing one was all which kept the thing afloat. Chalky bird droppings covered all of the exposed surfaces. An outboard was still attached.

Coming around for an even lower pass, the captain feared what he might discover, but knew his duty was to see if any survivors were in the raft. On his next pass he was so low the passengers counted eight sharks making lazy circles around and under the inflatable. No survivors or bodies were visible.

The pilot continued on to Vava'u airport, having radioed the local authorities about the raft. They contacted Peter Goldstern at the Paradise International Hotel, who got a crew together and took the hotel rescue craft out in search. Several hours later they returned with a well-weathered Avon S-300 sportboat equipped with a Mercury outboard.

As Peter pulled up to the Paradise Hotel, Don and Carol of Deep Star looked on with complete astonishment, their mouths dropping open as they sputtered:

"That's our dinghy, we lost it at the Bora Bora Yacht Club. We thought someone stole

Recovering from their shock, Don and Carol determined that their Avon must have drifted out of the Teavanui Pass just before Christmas, and had been at sea ever since. It had drifted 1,300 miles in 120 days to arrive at Vava'u within just one hour of her mother ship, Deep Star. The name of the dinghy: Lucky Star!

phil howe

[Editor's note: Palangi is a white man or woman. Ancient Polynesia legends have the skys splitting open and the Palangi falling to earth.]

#### candy ass - cont'd

looks its 200 billion deficit square in the eye. It won't be worth much once China tools up. And your life won't be worth much if all you do with your life is count your money. Hell, anyone with a firecracker under him will always be able to earn a living when he comes back.

Make the first move. Stop dreaming and start living.

For folks like us who enjoy driving across the desert listening to the midnight preachers on the radio, this kinda talk is sweet. Too bad we don't have brokers like that in the old United States. But wait! Why don't we run a contest for a U.S. version of such a sales pitch, a more-Sampson-than-Sampson get tough sales pitch? Sounds great to us, and we'll even put up a \$50 prize for the best entry.

Send yours today, the deadline is August 10, 1983.

### cost of playing in the big leagues

There was a great article on maxi racers in a recent issue of England's Yachting World magazine, with some great tales about Condor and Kialoa in this year's SORC. We presume most readers know by now that both boats are Holland 80 footers, Kialoa owned by Jim Kilroy of Los Angeles and Condor owned by Bob Bell of London.

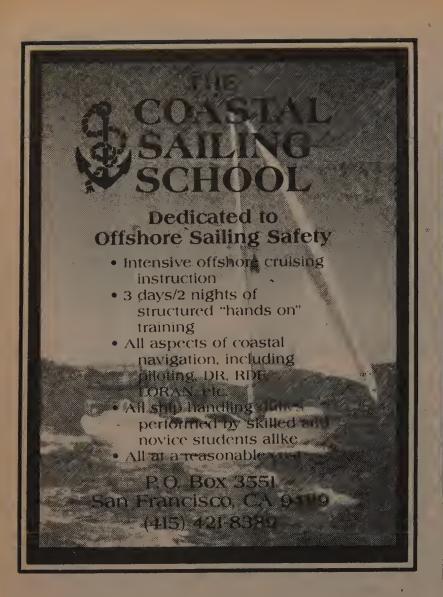
The author of the story was sailing on Condor during one of the SORC races when the wind piped up and it was decided to do an inside-out change to a smaller spinnaker. This is a standard racing manuever, although there are mightly few sailors who've had much experience doing it with chutes five stories high.

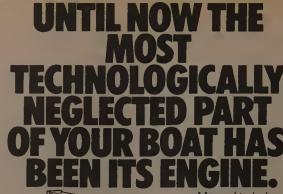
For whatever reason there was a screw-up, and only the spinnaker halyard had been let go. After a brief time the afterguard — as would be typical on all boats — started to get impatient and yelled "Ease the mother!" Exactly who was to ease what was not specified. The man with the spinnaker sheet thought it was him, as did the man with the spinnaker guy. They let their respective lines go, and as you might imagine the famous yellow spinnaker with the big Condor on it dropped into the Atlantic. A \$10,000 sail, this was the time to see how seriously owner Bob Bell took his racing. With everyone looking to him for leadership, he cursed softly a few times, and then like Columbus motioned for his troops to sail on. We don't imagine anyone will ever question his mettle again.

cont'd on next sightings page

Condor at Long Beach Race Week.









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#### big leagues - cont'd

But don't be thinking for a moment that Jim Kilroy doesn't have the right stuff either. Knowing his boat draws just a little less than Condor, Kilroy had Kialoa driven way into shallow water for more favorable current. How far inshore did he sail? Far enough to hit a coral head at ten knots before jibing back out to deeper water.

If you think it costs these guys a lot to race in such a manner, you're darn right. But the kicker is that both Bob Bell and Jim Kilroy still own their previous Condor and Kialoa respectively. And those boats aren't sitting rotting away either. Bell's Condor recently won the Sydney to Hobart race, and the old Kialoa had been given a new mast and rudder, all the better to race her in Cowes this summer.

Recently we read that the highest compensated corporate executives in America — from Federal Express and Toys R Us — made a combined total of \$52 million last year. That's nice, but we'll still never be able to think of them as high rollers until they get out there and start sailing through the green water and dollar bills with the likes of Kilroy and Bell.

What's next for the maxis? Mike Turner, formerly of San Francisco and frequently of Condor, reports that Nirvana, Windward Passage, Kialoa, Condor, Midnight Sun, and some of the others will be heading up to Norway for a maxi race in honor of King Olaf's 80th birthday. After that it's down to Cowes Week in England, and racing in Mallorca, and at the Aga Khan's maxi series in Sardinia. From there all the maxis except Kialoa (which will head back to the SORC), will head down under for the Southern Cross late this year, then make their way up to the Clipper Cup in Hawaii and the Big Boat Series in San Francisco during the summer of 1984.

#### antigua race week

Jim Long, publisher of Caribbean Boating sent us the accompanying photograph. We'll let him tell you what it's all about:

"This shot of the "Non-Mariners Race" in English Harbour, Antigua, seems to best capture the special spirit of Antigua Sailing Week. The "craft" — which are really just junk tied together — are pushed off the wharf at Nelson's Dockyard into English Harbour and then pushed and towed around the harbor.

"Incidentally, Nelson's Dockyard was once a careening spot for British Man O'Wars in the 18th and 19th centuries. Some of the careening capstans still stand. Back then English Harbour was the main base for the British in the Eastern Caribbean.

"Today the dockyard and English Harbour are the nerve center for Sailing Week as well as homeport to 50 or 60 charterboats. The building in the foreground is the 19th century Paymaster's Office, which has been restored. The yacht Cisne Bianco is the ex-Ondine, now a training yacht for Brazilian officer cadets".

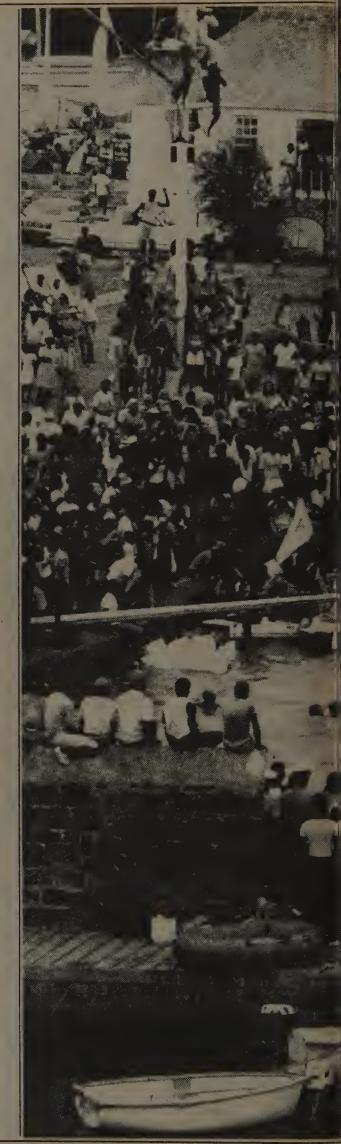
jim long caribbean boating

#### boat buying tips

Trying to decide whether to buy a sailboat or a powerboat? Maybe this will help.

Two years ago we took Latitude 38's photoboat — a 20-ft Mako — out to cover what would eventually become the terribly tragic Doublehanded Farallones Race of 1982. Late in the afternoon and just beyond the Gate, our previously trustworthy Evinrude engine gave up the ghost. With gale force winds and a powerful ebb tide, it was almost the death of us — to say nothing of the Mako's other two occupants. With the help of a struggling Evinrude 6 and some frantic paddling we made it safely back to shore. When we got the bill for the used replacement engine, about 4,000 clams, we

cont'd on next sightings page





#### boat buying - cont'd

almost wished we'd never made it.

"Well, that'll never happen again," we thought to ourselves as we went down to our powerboat to cover this year's Doublehanded Farallones. Part of our confidence was due to the different powerboat *Latitude 38* now had, a used Fiberfoam with what we presumed to be a dependable Chevy engine. Our confidence ebbed with the juice of the two new Die-Hard batteries we wore out trying to coax that mass of dead metal to life.

You probably won't believe this — we didn't get over the shock for about a week — it ended up costing \$5,600 to get that Fiberform running again. And we use the word running loosely. After all it still took ether to get the mother started and when it finally did, the engine leapt right out of its mounts, severing the engine water intake line. With our crew holding the two ends of the hose together trying to keep the engine cool, and ourselves frantically bailing the rapidly sinking boat, we barely managed to limp back to the harbor.

If we powerboated for pleasure, we'd have shot ourselves. \$10,000<sup>1</sup> on engines in one year is beyond our budget — to say nothing of nearly biting it.

Now, some of you will say that sailboat engines go out, too. They do, and they cost a pretty penny to get going again. But at least you're not in danger on a sailboat just because you lose an engine. And if you're a good sailor or have a small boat, you probably don't really need one.

Who says you don't need one? Lin and Larry Pardey preach it, and they lived it for 11 years. Len and Lisa Barton of Hayward took off cruising without an engine on their 28-ft cutter. Pat and Gail Albin on their Golden Gate 30 have been cruising for several years without an engine.

Are these folks a little crazy? Maybe a little. We personally feel that an engine is nice to have, but if it goes out it's not the end of the world. Ty Knudson's Westsail 32 engine went out while he was down in Mexico. He didn't worry, he didn't even bother to fix it the last six months he was down there. Barry Stephens lost his engine two winters ago while mostly singlehanding his 50-ft Stone sloop off mainland Mexico. He didn't worry about getting it fixed until he'd sailed back to the States, and even sailed in and out of tricky anchorages like Yelapa. The list of folks who've done the same are a mile long.

There's lots of reasons we believe a sailboat offers more lasting pleasure than any powerboat that's even been built. Not having to depend on internal combustion is just one of them.

#### finished impossible

May 24th was a landmark day for boatbuilder Bob Thomsen of C&B Marine in Santa Cruz. Ten long years before the former cabinetmaker had started building small dinghies at Moore's Reef in the hope that some day his craftsmanship would attract the "big jobs". He's pictured here as he crouched near the stern of *Etesian* last month, having achieved that goal. The 65-ft, 36 ton, John Alden-designed, C&B built traditional schooner had just been lowered into the water at Hoge Brothers yard in Santa Cruz.

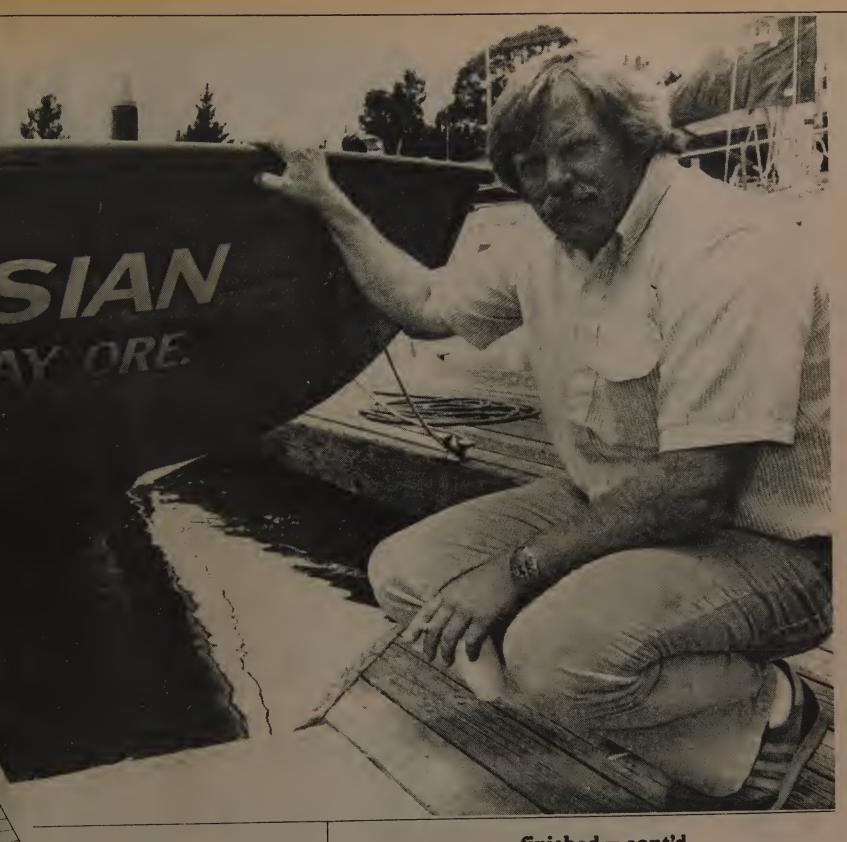
Owner of the new strip-planked, cold molded beauty is Lamont Cochran of Santa Barbara, former owner of *Barlovento* and knowledgeable schooner man. Cochran originally had planned to take *Etesian* to the Mediterranean right away, but those plans have been temporarily cancelled due to the normal delays in the completion of any such large boat.

The seemingly impossible job of getting the schooner from C&B's yard to the water turned out to be a snap, thanks to the experience and skills of R. Troust homemovers of Concord. Used to boats weighing as much as 100 tons more, Troust wheeled *Etesian* down to the shore in an eventless 20-minute dollie ride.

Once in the water, *Etesian* was still not quite ready to sail. Her Ballinger masts were still in the final stages of completion, and many of the prefabricated boat parts — the bowsprit, the circular companionway, the floorboards — were back at the yard waiting to be installed. The absence of

cont'd on next sightings page





Etesian, Alden-designed and C&B built.

LOA ... 64'9"
LWL ... 46'8"
Beam ... 15'6"
Draft ... 8'6"
Disp. ... 72,000 ibs.
Sall Area ... 1849 sq. ft.

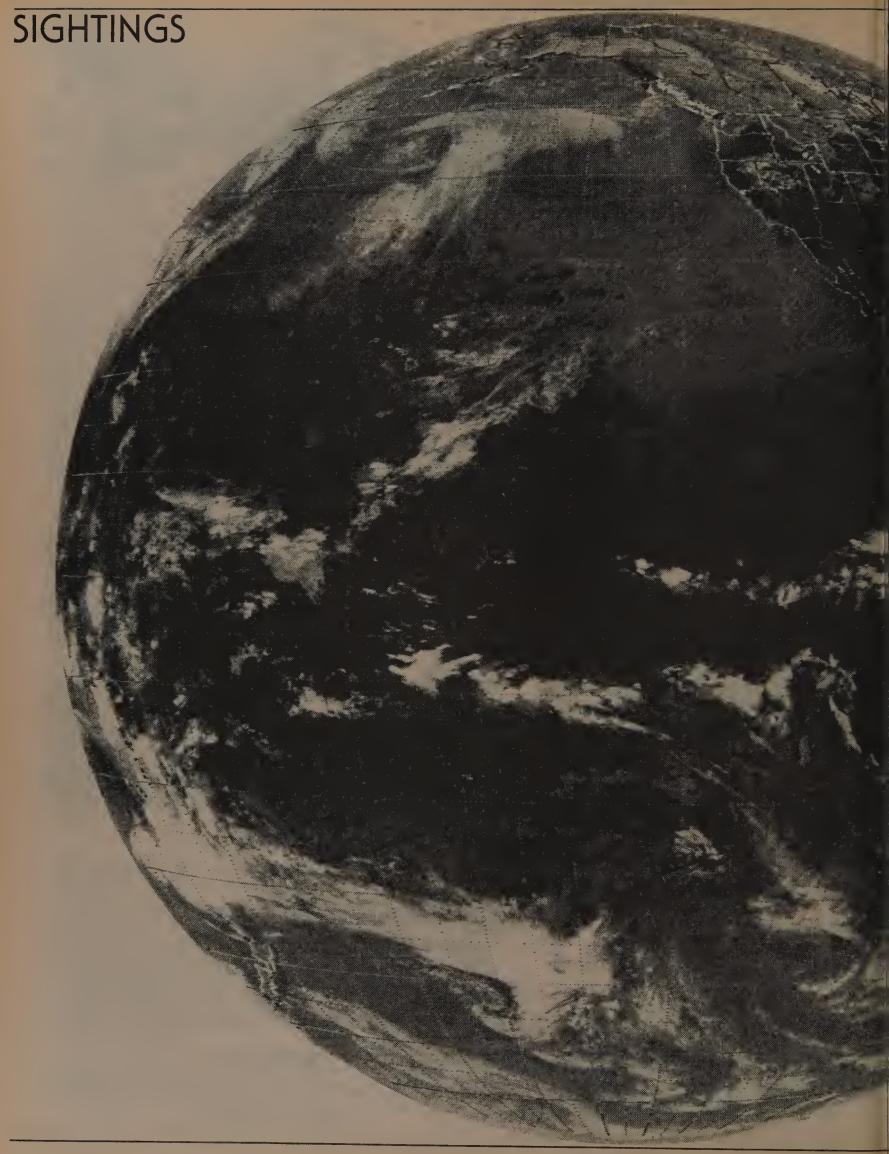
#### finished - cont'd

such items presented an ideal opportunity to check the workmanship in the nooks and crannies that normally can't be seen. Everything looked superb, the wood surfaces looking as though they'd been licked smooth by a band of virgins. Definitely upper Santa Cruz standards, which is about as good as it gets.

Resting mastless and bowspritless at the dock, photos of *Etesian* did not portray the stunning sight she's soon to be. So we're holding out on full size pictures until next month when she'll be out sailing in all her splendor. Meanwhile congratulations to the owner, designer, builder and crew for putting together one of the most magnificent looking boats to hit west coast waters in years.

### goes-4 it

It was only June 1, but William Aldridge of the Redwood City Satellite Ofcont'd on next sightings page



### goes - cont'd

fice of the National Oceanic and Atmospheric Administration said, "It feels just like Christmas". He was referring to the 'presents' he had just started getting, weather pictures from the April 28 launched, \$40 million GOES-6 weather satellite. At left is a typical example.

Orbiting the earth at an altitude of 22,300 miles, the new satellite replaces GOES-4 which had inexplicably gone on the blink last November 25. The loss of that satellite left weather forecasters in the Pacific without their main source of information — and during the stormy season in what was one of the stormiest winters on record. All forecasters had to work with were oblique views provided by satellites covering the Atlantic Ocean and occasional daylight images from the less sophisticated GOES-1 which had been turned out to pasture three years before.

GOES-6 is a much more sophisticated satellite than the previous ones covering the Pacific. Specifically she's equipped with infrared sensors that can identify temperatures differences between clouds and the sea, providing detailed information on storm and wind patterns. Often this is more valuable data than provided by the normal daylight images.

GOES-6 pictures, which cover the earth from west of Hawaii to the Middle West, are transmitted every 30 minutes. Its area of coverage also includes the Gulf of Alaska, a major spawning ground of winter storms. Come the end of the year, information from GOES-6 can well be expected to help save lives and property.

Although it's difficult to judge just how much time good weather information saves, it just may be possible that GOES-6 went into orbit just in time to help someone set a new TransPac record. Like the new satellite up over the Pacific, we'll just have to see.

#### he fooled us

Last October [Volume 64] we ran a Sightings story on a new towing service based in Oakland called Triple A Marine. The proprietor, Eric Engemann, said he had started his business in order to fill the void left by the Coast Guard's cutback in non-life threatening search and rescue operations. He not only offered a 24-hour towing service but also an "anti-theft" and safety awareness program.

It now seems possible that Mr. Engemann was not the upstanding businessman he portrayed himself to be. According to an Alameda Police report, on April 23rd of this year, Mr. Von Engemann (Eric's full last name) was observed severing the lines of a sailboat docked near Alameda's Barge Inn and setting it adrift. He was subsequently arrested and charged with tampering with the vessel. Dockside wags speculated that business must have been slow and Eric was on the make-work project. In any case, his Triple AAA power launch was observed shortly thereafter chained to the dock at Mariner Square. Eric managed to raise bail, but according to his lawyer, he has now "relocated elsewhere".

In the April issue of the BOAT U.S. newsletter, a publication of the Washington lobby group, they make a prediction that "it is highly unlikely that the Coast Guard will agree to regulate either the competence or rates of the commercial towing industry". So caveat emptor, whatever that means. The whole issue of commercial towing in this area of Coast Guard cutbacks is still unresolved. Our only recommendation is that you be able to sail or power your way out of any situation you get into, or have friends who can pull you home if you get stuck.

### bcdc reports on houseboats

On July 8th, the Bay Conservation and Development Commission (BCDC) will release a staff report on houseboats, liveaboards and other floating structures used as residences. According to Alan Pendleton, Deputy

cont'd on next sightings page



#### bcdc - cont'd

Director of BCDC, the report will make suggestions as to where and how houseboats in the greater Bay Area (from San Jose to Pittsburg) should be moored, and that houseboats should be connected to sewers.

Quite a furor has arisen over copies of the letter announcing the date of the public hearing on this report. Originally scheduled for June 16th, the date has now been moved back to July 21st. The hearing will take place at the State Building, 455 Golden Gate Avenue, Room 1194, San Francisco, at 1:00 p.m. At the bottom of some of the letters was a typed an addition, warning liveaboards that the BCDC wants to do away with floating residences. The warning was attributed to the Oyster Cove Marina Harbormaster.

Lloyd Dodge, who is the Oyster Cove Marina Harbormaster, says it was the construction office at Oyster Cove Marina that typed in the warning. He couldn't identify exactly who made the addition or on what grounds they made their claims. Alan Pendleton says eliminating houseboats is not what BCDC is up to, although Dodge and others aren't so sure.

In any case, the warning has prompted many phone calls and hot tempers. One of the big concerns was that there wasn't enough time between the July 8th release date and the July 21st hearing date for interested parties to digest the BCDC report and formulate a response. Upon hearing this complaint from Latitude 38, Pendleton announced that the August 18th meeting of BCDC (which starts at 1:00 p.m. at the Army Corps of Engineer's Bay Model in Sausalito) will also have the report on its agenda. The public is therefore invited to both meetings and urged to make their views known.

You can get a copy of the staff report by contacting Margit Hind at BCDC, 30 Van Ness Avenue, San Francisco 94102. The phone number is (415) 557-3686. Latitude 38 will publish the important aspects of the report in our August issue (which will be distributed on or before August 1st) so anyone interested will have time to respond by the 18th.

#### protests

Protesters against arms shipments to El Salvador and the launching of MX missiles have been taking to the water recently. On May 31st, nearly 100



Part of the Peace Navy off Port Chicago.

protesters, led by anti-war veteran Daniel Ellsberg, took an armada of mostly small vessels to Suisun Bay. They were attempting to blockade the departure of a Navy ship and the privately owned freighter *Elizabeth Sykes*, which were reportedly bearing arms and ammunition to El Salvador. The "Peace Navy" ran into trouble when westerly winds capsized two of their ranks and sent others scurrying to the safety of the bigger boats in the fleet. Ellsberg's 8-ft

cont'd on next sightings page



#### stolen boat, stolen

Earlier in the year a Formosa 46 cutter, not yet commissioned, was stolen from Ventura Marina West in Ventura. Doug Brown of Western Marine Surveyors in Los Angeles would dearly love to have anyone spotting this vessel call him collect.

The cutter had a white hull with a green stripe, and hull no. FBB460430482 molded in. There was no name painted on the boat as yet, but it carried the registration number CF 7886 HN.

The boat is suspected of having been sailed South, so word is already out on the various cruising nets. Call (213) 833-5646



#### boat, stolen boat

collect 24 hours a day if you learn of the vessel's whereabouts.

Down at Stanford University a 1981 Hobie Catamaran was stolen. She has blue hulls and sky blue "tequilla sunrise" sails. Her sail number is 65823, her CF number is CF 1137 HA. The Hobie was taken on her Dilly trailer, serial number B1535250.

There is a \$500 reward for the return of this cat. Call Harris Kuhn at the Stanford Police, (415) 497-9633 if you've seen this vessel.

And down in Santa Cruz no doubt some cont'd center of rext sightings page

### protests - cont'd

sailing dinghy was one of those that capsized, and he was pulled from the water unhurt. The Port Chicago area is notoriously rough, and many people in small boats have lost their lives there over the years.

Two-and-a-half weeks later, the 54-ft steel motorsailor *Pacific Peacemaker* was detained by the U.S. Customs Department off Vandenberg Air Force Base, located north of Pt. Conception. According to Anne Krill, a *Peacemaker* crewmember who was in San Francisco at the time, the boat and her crew were protesting the launching of the first MX missile at the base. The Feds stopped them in order to clear up inconsistencies in their documentation, their entry into the U.S., and the whereabouts of foreign nationals who were supposed to be onboard. The boat was released but the investigation is still under way. Krill claims the maneuver was governmental harrassment. She also says that the *Peacemaker*, which used to be owned by an Australian

cont'd on next sightings page

#### protests - cont'd

coalition, is now the property of Seattle Pacific Peacemaker Project.

Peacemaker is no newcomer to the protest scene — she has sailed to French Polynesia to object to French nuclear tests there, and last August she took part in actions against the Trident nuclear submarine USS Ohio off Bangor, Washington.

#### sailing quirks

Not long ago a friend told me about a local Finn sailor, Ed Bennett of Oakland. When he was 26-years old and sailing Finns in Long Beach, he cont'd on next sightings page

#### stolen boats -

cont'd from previous sightings page

misguided Olympic hopeful swiped a 15-ft Finn class sailboat from the Upper Santa Cruz harbor parking lot. The dirty deed was perpetrated late in May.

This Finn is identifiable by its molded mahogany hull painted dark green, its varnished transom, yellow bottom, black boot-



#### cont'd

top, and cream decks. The mast is varnished spruce; there was no sail with the boat and the thief may be looking to buy one.

The Finn was sitting on a black trailer with Washington plates: F49920. Call Ron Russell at West Marine Products in Santa Cruz at (408) 476-1900 if you have information about this stolen vessel.



#### quirks - cont'd

would be so battered and bruised he could barely go to work on Monday. But when he was 34, he could rack up the same amount of time in the boat and head off to work feeling pretty good. The competition hadn't gotten easier, he just got smarter.

Bennett learned how to prepare himself as well as his boat for the water. Eventually, we all do that — in our own way. Here are a cross section of Bay sailors discussing their personal sailing habits, quirks and hard learned rules.

Ken Jesmore, Shanghai, Islander 28: "To relax myself before every race, I always play the same song on my piano. It's "Salty Dog", a wonderful sailing song by Procol Harem, an old English rock group.

"I always wear the same two red shirts. I have a beat up red shirt for City Front races, and I have a nice red shirt for quiet weather races. I wear them for good luck and they also make good protest flags."

Del Brandstrom, Cheap Thrills, Moore 24 and Interim, Columbia 43: "Going out in the ocean I have a real must: no tea, coffee or oranges the morning I leave. I've been sailing for about 25 years but I'm still very prone to seasickness. Everytime I violate that rule I get sick."

Steve Toschi, Leading Edge sails, former International 14 National and World Champion: "One of the things that is really detrimental to Bay racing is guys who start drinking at 10 o'clock in the morning. When I did it, I found it was not helping my racing. It takes the edge off of accuracy. It's more prevalent on bigger boats. They are more of a social organization and have more of a thirst.

Lynne Orloff-Jones, *Gambit*, Piver 41: "95% of the foul weather bottoms in the stores are farmer-john types. When we went offshore a while ago, we wore foul weather gear just to stay warm. I wouldn't drink a lot of coffee or soup, because it was such a bear going to the head. You have to take off your jacket; then where do you hang it in the head and all the time the boat is rocking. It's the pits. I pee all the time, so I take this very seriously. Last year, when we went offshore, I bought a pair of foul weather bottoms that come to the waist. What a difference!"

Carl Schumacher, Wall Street Duck, Schumacher 38: "in ocean racing, I have to remind myself to eat. I feel better and I operate much better if I continue to keep the energy going in. Eat apples. Apples are great. Hardboiled eggs are good also. You don't have to worry about salting them.

"Make sure you have foul weather gear that doesn't leak. It's always important to stay dry, but it is critical in the ocean. I try to take clothes that I can make into combinations. I have a Patagonia jacket and a wool sweater. I wear the sweater, and if it gets really windy I put the jacket on — that holds in my body heat and the foul weather gear keeps the wind from blowing through."

Bilbo Baggins, Finn Olympic singlehander: "I used to wear wet suit socks under my hiking boots for warmth or a little extra padding. My feet would become tremendously overheated, and I'd go crazy. I'd put them over the side, but the the rest of me would be dry and the water would slosh around in the boots. If I took the boots and socks off, I'd be sitting there and all of a sudden the warning gun would go off and I'd have to scramble to put them back on

"I went through this routine for about two seasons. One day either I forgot the socks or it was too warm, but I tried a pair of wool socks instead. I discovered they were much more comfortable."

Josh Pryor, Ruby: "I always try to put things back where they belong. In severe situations, when I'm in a rush and it's, 'I need those vice grips; where in the hell are they?' and start rummaging — if I go back to the place where I first thought it was, where it should be, and look again, 60% of the time it is there.

glenda ganny carroll

nothing quite as pretty as a flock of birds in flight

#### free shows

John Neal, whose South Pacific Milk Run Series will resume next month, will be giving three slide and movie presentations on the South Pacific during August and September.

The movie is a new 16 mm film titled *Voyage to the Marquesas*, a "strange and enchanting" movie of what these islands were like back in the 1800's when Melville and Robert Louis Stevenson wrote about them, and what it's like sailing to them today. The movie has never been shown in California before. Complementing the film will be a slide presentation from John's "Milk Run", a 23,000-mile voyage from the West Coast to New Zealand and back.

All three presentations are free. That's right, free! The first will be August 9 at 7 p.m. in the Fort Mason Conference Room in San Francisco. The showing is presented by West Marine Products.

Another showing will be given August 12 at 7:30 at the Portugese Hall in San Diego. This showing requires reservations, so pick up your complimentary tickets at Pacific Marine Supply in San Diego.

The final showing will be August 18 at 7:30 p.m. at the Pierpoint YC in Ventura. It will be co-sponsored by Island Hunter Books of Ventura.

What's to explain the largesse? Well no doubt it's to tempt you to attend John Neal and Sue Frederickson's highly acclaimed Offshore Cruising Seminars. These two-day, 16-hour lecture seminars includes charts, slides, and a 100-page seminar handbook. The cost is \$85 per person or \$125 for a couple.

The Offshore Cruising Seminar dates are as follows:

August 13 & 14 — Holiday Inn, San Rafael

August 20 & 21 - Kona Kai Club, San Diego

August 27 & 28 — Pierpont School, Ventura

September 24 & 25 - Newport Beach, exact location to come.

All seminars are Saturday and Sunday from 9:30 to 5:30. Unlike est seminars there will be breaks where you will be given a chance to take a pee.

For complete information on these events, call Mahina Cruising Services at (206) 784-0187. Or write P.O. Box 21814, Seattle, Washington.

#### restrictions

If you're headed up the Delta, you're probably wondering if the record rainfall last winter has affected your favorite cruising grounds. A check with the Rio Vista Coast Guard and the Sacramento Sheriff's Office dug up some good news for sailors. As expected the water is higher everywhere, which means there's less chance of running aground. It also means some erosion danger to certain levees which, though bad news to farmers, brings welcome restrictions — as far as sailors are concerned — on water skiing and high-speed boating.

Specificially, the full length of Georgiana Slough, Lost Slough, and Sutter Slough are designated as "no ski" zones.

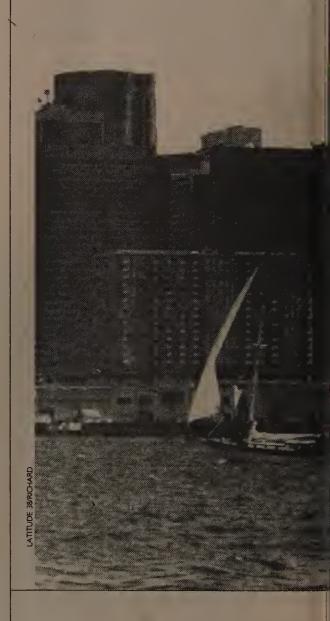
Restricted wake or 5 MPH zones exist oppositive downtown Walnut Grove; on Georgiana between Ox Bow Marina and the confluence with the Mokelumne River; along Snodgrass Slough from Walnut Grove Marina to the Meadows, as well as the area near Giusti's; along South Fork of the Mokelumne near Moore's Riverboat and on around the corner of the San Joaquin from Korth's to Owl Harbor; the northernmost curve of the South Fork Mokelumne near Wimpy's; and also some spots along Steamboat Slough.

Other areas could be posted as the runoff increase. Please memorize all of these locations. (Just kidding.)

sue rowley

#### protecting the president's image

In October of 1981 Robert Johnson of Reno took delivery of the 37-ft ketch-rigged trimaran, Cindy Ming. When he wasn't working during the fol-



#### picture of

We've seen a lot of big sailboats on the Bay in our time, but nothing like the schooner Panda, shown here dwarfing a 40-ft ketch, as she moves down the San Francisco waterfront. Panda makes The Pride of Baltimore and Wanderbird — two very big boats — look small.

Panda only recently arrived in the Bay Area, and is currently berthed at the new marina in Richomnd. Although owned by a Berkeley gentleman, this 1929 135-ft Camper Nicholson schooner has spent most of her time in the charter trade in the Virgin Islands. By the strangest chain of cir-



#### panda

cumstances we ended up spending a couple of nights alone on the big schooner while visiting the Virgin Islands last year. It was a bit of a disappointment, however because none of our friends were around to be envious.

How many people do you suppose it takes to sail such a huge boat, where even the biggest pair of Levis wouldn't fit around the main boom? We figured maybe 10 or 15. It turns out that the owner regularly sails it with just one or two other people. How about them apples!

#### president - cont'd

lowing 15 months, 40-year old Johnson was either fixing the boat up or sailing off California in preparation to a cruise to Mexico, Costa Rica and beyond.

Johnson's most recent employment has been as radio operator on the *President McKinley*, an American President Line ship in the Far East. Desiring a crewmember for *Cindy Ming*, he took out an ad in the *China Post*, Taiwan's largest selling English-language newspaper. It appeared on the front page, asking for an "adventurous, 'intelligent, honest, petite, compatible Oriental/Asian woman with a sense of humor and a special love for boats and the sea".

Nothing wrong with that, is there? Well that's not what his employer thought when he gave the company's name, and the ship's berth in Kaohsiung as his mailing address. APL thought Johnson was hurting their corporate image and wrote him a letter to that effect. Noting that APL receives mail for all crewmembers as common practice, Johnson sued for \$25,000 damages in San Francisco Federal court. Judge Marilyn Patel dismissed the case, saying she lacked jurisdiction.

We tried not to show too much concern as one of our less experienced crew members went to the leeward rail to fill our last remaining bucket. We were going fast — it had been over 24 hours since our knotmeter showed anything less than ten — and the 16's and 18's were now considered commonplace as we settled into the routine of a long downhill race. Our "galley" bucket had rolled overboard the night before, and our "head" bucket was the last one left. We had neglected to bring any spares.

I looked up at the spinnaker luff, eased the sheet out a few inches, then cranked back in a few strokes as the luff started to curl. When the boat surged ahead on the face of the next swell, I cranked in several feet of sheet, then eased out again as the wave dissipated beneath us.

My concentration was broken by a very intense string of expletives from the leeward

We got problems.
This brain donor
just lost our
last bucket
overboard.

rail. We had lost our last bucket!

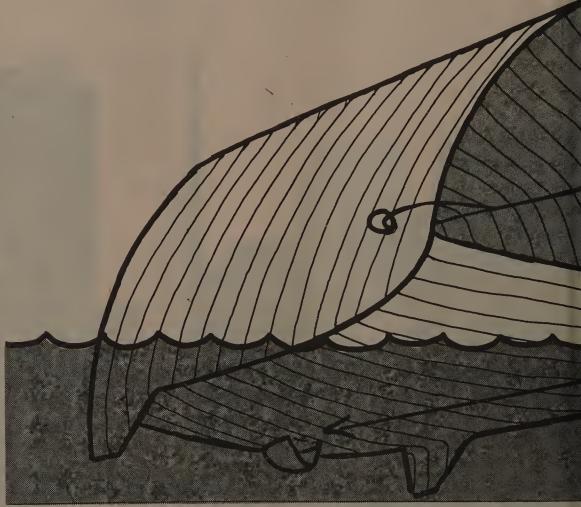
"Why the hell didn't you have the damn thing tied on?" shouted the watch captain from the helm.

The unlucky crew held up a length of line in response, showing the bucket handle bowlined to the end, and fragments of torn plastic still attached to one side of the handle.

"Now what do we do?" said the driver with disgust.

I looked back at the spinnaker.

ust then our navigator came up the companionway, nodded in approval as he looked at the knotmeter, and asked the driver what course he had been averaging.



Above, the 20 knot bucket. Right, how the bucket works.

"Been able to come down ten degrees since the wind freshened," he said. "But we got big problems — this brain-donor here just lost our last bucket overboard!"

"Oh shit . . ." said the navigator in a deep, solemn voice, fully conveying the gravity of the situation for a boat with no working head. "This also happened in the '77 race," he continued in the same tone, prophesying doom. "We had to use a rusty old coffee can — I hope your tetanus shots are current!"

The foredeck boss was next up on deck, having just finished his lunch.

"That high-fiber cereal we had for breakfast is starting to work," he announced. "I think I'm finally ready to take a dump for the first time since before the start. Where's the bucket?"

"Should be about a half mile astern by now," said the driver.

The foredeck boss scanned the faces of the cockpit crew, until his accusing gaze zeroed in on the poor crewmember who still had the bucket handle and line in his hand.

'We could use the pole about a foot higher," I suggested in an attempt to forestall a brutal murder at sea.

The deck ape slowly moved to the pole controls, released the foreguy, and took the

topping lift out of the self-tailer. He pulled the pole up smoothly with one hand, without benefit of a winch handle, in an impressive demonstration of brute strength. Then he jammed the tail back in the self-tailer and secured the foreguy. He never took his eyes off the unfortunate person who had lost the bucket.

"I guess we better not leave those two on watch at night alone," joked the navigator.

Our cook was the next person up the ladder.

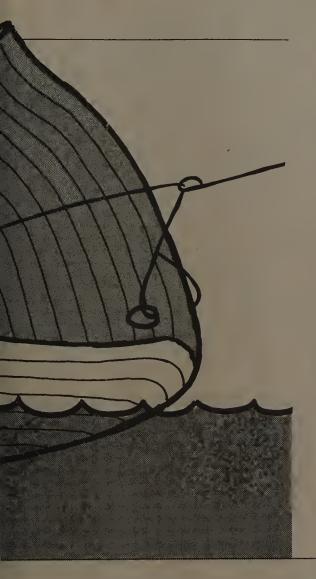
"Don't tell me you lost the galley bucket!" he said as he looked at the spot by the stern rail where it was usually stowed.

"Went over the side last night, during one of our spin-outs," explained the watch captain.

"And those wankers lost our head bucket just a few minutes ago!" added the foredeck boss. "Can't trust that watch with anything!"

"You can use five gallons of fresh water for washing dishes today," the watch captain told the cook. "We're making good time, and we can do without the extra weight. As

# **GOES AT SEA**



miracle of miracles, another bucket!

But it was no ordinary bucket. One side was almost flat, and the other side round. The flat side had a little hole near the bottom with a spoon-like appendage projecting out a short distance from below the hole. The top of the flat side curved inward to form a wide lip, and there were two little legs that looked like fins at the lower corners. A closed channel on the inside of the bucket covered the small hole, and extended up to just below the inside edge of the lip. It appeared to be home-built out of fiberglass.

"That's the strangest looking bucket I've ever seen," I said after we were through cheering the cook and congratulating him for his foresight.

"It's my own design," he said. "You've seen the 'six knot bucket' in the catalogs? Well, this is a '20 knot bucket'. Fills easy in any sea condition at any speed, and won't break its painter (or slow the boat down) if it digs in."

"This I've got to see."

The cook walked over to the stern and

able to sit on, too!"

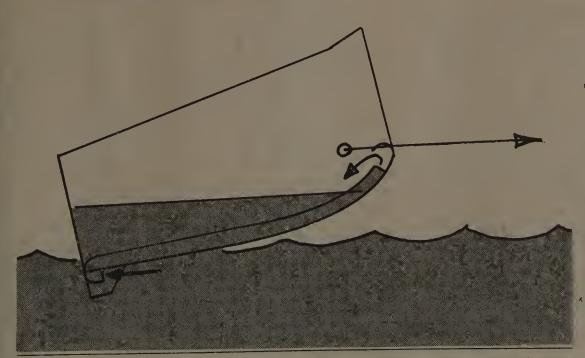
"Give me that thing!" demanded the foredeck boss.

Our deck ape went up forward with the bucket for a few minutes, and came back with a big smile on his face and a clean bucket

"I feel great!" he proclaimed to the entire Pacific Ocean.

I slept for most of my afternoon off-watch, and came back on deck four hours later to

In '77 we used
a rusty coffee
can — I hope
your tetanus shots
are current!



for the head — I guess it's 'hang it all out' over the transom until we can scrounge up some kind of container."

"You know, somehow I had a feeling this would happen on a boat as fast as this one . . ." remarked the cook. He disappeared below, and came back a minute later with,

lowered his bucket into the wake without so much as tying on the safety line. It skipped along the water surface for a while at 11-12 knots, and when he pulled it back on board it was 2/3 full of water.

"Pretty neat, huh?" he said as he dumped the water back overboard. "And it's comfortfind that the wind had lightened considerably. A long length of toilet paper was streaming forward from the backstay.

"The wind's gone down quite a bit," said the navigator, who was on the helm. "We've had to come up some to maintain speed. If we get lifted another 15 degrees, we jibe."

"Sounds good," I said. "But what's the streamer?"

"Oh, that's the skipper's favorite apparent wind indicator. He always puts one up on the second or third day of a long race—claims it's much easier to sail to than the instruments or masthead fly. I think it's really a private signal that means that everyone's excrement cycle is normal again."

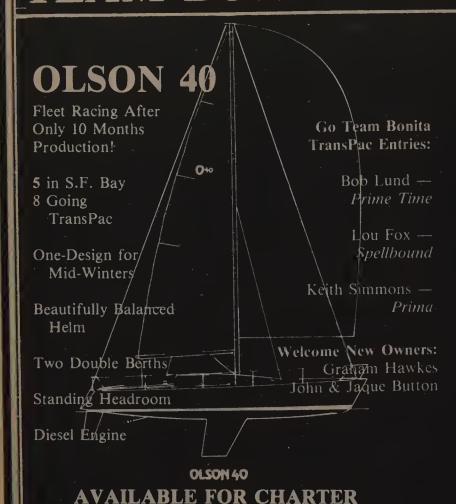
"I see.'

"Think the cook is on to something with this bucket of his?"

"I don't know — after all, the design of the bucket hasn't changed much since the dawn of civilization. It's hard to believe that he's got the first major improvement in who knows how many thousands of years. But I'm sure glad he brought it!"

- max ebb

# TEAM BONITA: ONE-DESIGN THOROUGHBREDS



Bay One-Design Ocean One-Design Designed for Go Team Bonita S.F. Bay by MORA Long Distance Entries: Carl Schumácher Roy & Carol Falk — Competitive Under Every Rule Jeff Parsons — Easily Handled in Heavy Air Easy to Dry Sail John Liebenberg — Welcome New Owners:

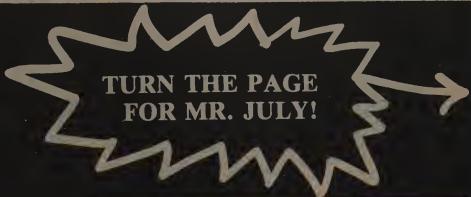
OLSON 3 Bay One-Design MORA Legend Over 250 Sailing	Go Team Bonita . RA Long Distance Entries:
Over 250 Saming	1
Nationals on S.F. Bay	Bill Coverdalle — Killer Rabbit
In July	Dick Heckman —
Discal Interiord	St. Anne
Diesel Inboard	St. Anne
Available /	
/ /	
Trans-Bay /	Welcome New Owners:
Trans-Tahoe	Tim & Elizabeth Lane
Trans Pacific	L Duncan Tonningson
Turis, the same of	John Lawrence

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DownEast 45	Radar, gen., windlass, SSB, Loran, more. Steal	135,000
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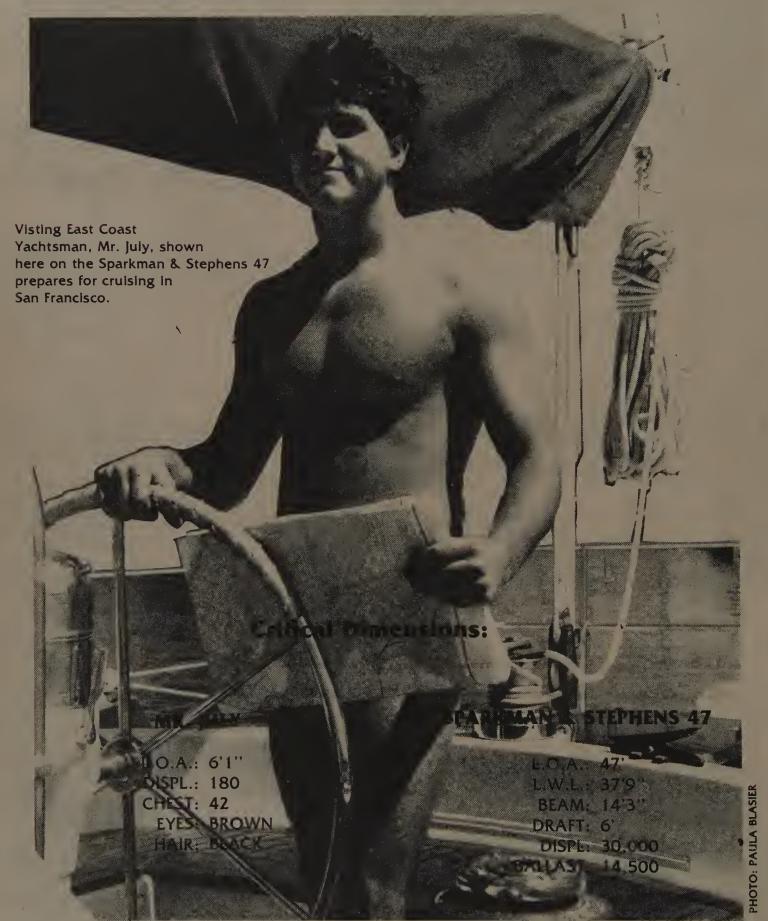
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MASTERCARD VISA

# GETTIN' BETTER ALL THE TIME

For over 15 years the St. Francis Yacht Club's Big Boat Series was the only big time IOR series on the West Coast. That's changed some now, with Long Beach Yacht Club's annual Race Week in its fourth year and attracting 57 entries from the length of California. Although not yet quite the match for its northern counterpart, Long Beach Race Week — with its light air, gentle ocean swell sailing and more formal hospitality — is an ideal complement for the heavy air St. Francis series. It's only going to grow and continue to get increasing numbers of entries from Northern California in future years.

Ten Northern California boats made the trip south this year to sail in the four race series. Most spent three or four days sailing down the coast, although the smallest boat in the group, Don Trask's J-29 Smokin' J, made it in the shortest time. Eleven hours by trailer down Interstate 5. Unfortunately for the J, which rates poorly under the IOR, it was the boat's best performance of the week.

Although one of the windier areas of Southern California, Long Beach's winds topped out at a healthy 20 knots during the



# LONG BEACH RACE WEEK

36, Crackerjack, from San Diego, to strut their stuff. Both came from well behind to snatch victory from the jaws of defeat.

In 1982 four Northern California boats, Bullfrog, Great Fun, Bravura, and Scarlett O'Hara travelled south and annihilated their Southern California counterparts. They took all three classes they entered, and won 12 of the 16 races they possibly could. Bay Area boats were nowhere near so successful this year, capturing just two of the five titles.

Bill Twist's new Peterson 41, Salute, from San Francisco smoked Class D with a combination of outstanding boatspeed and good tactics. Jim Mizell's Frers 40 High Risk from Sacramento captured Class E, although in not quite as convincing a fashion.

Bullfrog, Dave Fenix's Peterson 55, put in a commendable performance taking second

lim Mizell's High Risk led the pack in Class E.

in Class A. It was a far cry, however, from her racing debut here one year ago, where she walked on her class with three straight bullets. Also turning in good efforts were Ray Pingree sailing Lee Otterson's Serendipity 41 Clockwork from Tiburon and Laurie Timpson's Frers 40, Flasher, from Richmond. The boats took fourth in Classes D and E respectively.

### Class A

The new kid on the west coast block of big boats is Tomahawk, a Frers 51 better known under her previous name of Margaret Rintoul III. She's the boat Aussie owner Stan Edwards took to last year's Clipper Cup in Hawaii, having sensational competition there with Great Fun and Bullfrog. Rintoul'sperformance didn't go unnoticed by Newport Beach's John Arens, who was sailing his Holland 41 in the same event. Arens bought the 51-footer, renamed her Tomahawk, and brought her back to California.

Tomahawk only enjoyed moderate suc-



cess however, until Roy Cundiff of the Seal Beach North Sail loft took the helm. Sailing against Steve Taft, his counterpart at the North loft in Alameda, Tomahawk gave the big Frog a pretty solid thrashing. Winning three of the four races, the Newport Beach boat was finishing ahead of Bullfrog by an average of almost three minutes a race. (The winner of the other race was Dennis Choate's Peterson 48 Brisa, which walked away from the fleet in the zephyrs of the third race, beating Tomahawk by seven minutes.

Although Bullfrog's big genoa wasn't a match for Tomahawk's new one, primary driver Taft had no excuses for losing to Cundiff, who he believes is one of the more underrated drivers on the West Coast. Nonetheless he is looking forward to further competition with the big blue Frers, both during a challenge race on the Bay in August and during Big Boat Series in September. The Bullfrog versus Rintoul/Tomahawk rivalry is one of the better ones around, and is worth following.

### Class B

There was no concealing Secret Love's dominance in this division — she won four straight races by margins ranging from 2:52 to 8 eight minutes. The Brad Herman Beverly Hills-based, blood-red Peterson 45 has been impressive ever since she hit the water last summer. She took second in the Big Boat Series, mostly on the basis of losing a protest, and then second in class at the SORC.

Herman has owned two previous Secret Love's, one a Swan 44 and the other a Santa Cruz 50, both of which he raced Trans-Pac. This third version is strictly an all-out IOR effort, much of the "all-out" being the presence of sailmaker Lowell North and sparmaker/driver Ron Love.

The big disappointment in this class was the absence of Irv Loube's phenomenally successful Frers 46 from Richmond. The blue-hulled Bravura had beaten Secret Love in the disputed Big Boat Series, but had undergone major rebuilding during the winter in response to the red boat's threatening speed. The big rematch of these boats was foiled when Bravura hit a submerged rock near Drake's Bay while trying to get the very last bit out of a lift in a Danforth Series race. The several minutes she spent in peril on the rocks were enough to require major repairs before going TransPac, and thus she had to miss Long Beach. Like Bullfrog -Tomahawk, the Secret Love - Bravura will be a good rivalry to watch come Big Boat Series time.

Slightly obscured by all this was the solid

# GETTIN' BETTER ALL THE TIME

second place performance of John Mac-Laurin's Davidson 45 Pendragon. Her four deuces put her off the pace, but a cut above everyone but Secret Love.

### Class C

Going into the final race, three boats in Class C were within just 1.5 points, making this the tightest division at LBRW. Geronimo, Richard Compton's Choate/Peterson 42 from Santa Barbara was leading, followed by William Ostermiller's Serendipity 43 Celerity, and Ed McDowell's Illusion. A competitor in the past two St. Francis Big Boat Series and the Puerto Vallarta Race, Illusion has never seemed to be able to put it together when it counted. But with new light air sails she did it this time, although it was all the more difficult for having crossed the starting line early. Billy Peterson, long-time Southern California sailmaker, was at the helm.

Celerity and Geronimo faltered to 4th and 5th for the final race, both finishing three points off the pace at 11.75. David Fladlien's Davidson 46, Confrontation, from the San Francisco YC finished a disappointing 7th.

### Class D

If there was a boat that came close to matching Secret Love's outstanding performance, it had to be Salute, the new blue and white sloop owned by Bill Twist of San Francisco. Although basically a Doug Peterson design, she was modified by Jim Pugh and John Reichel, who both recently left Doug Peterson's design firm to start their own. Twist and Pugh are longtime friends, and Bill only agreed to proceed with the project if Pugh would put it all together for him.

Actual construction was done by OB Boatworks of San Diego, the end result being a light, stiff, and very fast hull in both light and heavy air. Some of the credit also belongs to a couple of Alamedans, sparmaker David Hulse and sailmaker Larry Herbick.

Almost unique among boatowners at this level of competition, Twist drives his own boat and does it exceptionally well. Although he's only been sailing bigger boats for five years — a Ranger 23, a Danforth and then Gulf of Farallones-winning Peterson 33, Stuff — Twist had grown up sailing dinghies in Newport Beach. He quit sailing for about 15 years to follow other pursuits, but the layoff hasn't seemed to hurt him at all.

An indication of Salute's speed came in the very light third race. After not realizing Salute stands at attention after rounding the weather mark in first. they were over early and having to hoist a chate to return to the starting line, Salute finally crossed the starting line legally some ten minutes late and in the midst of Class E. Nonetheless there was laughter rather than tension on the boat, and eventually Salute caught up to the rest of the fleet except for Quintessence, Don Hughes' near sister-ship rom Santa Barbara. (Actually Quintessence had been over early too, but had her penalty reduced by 90% after successfully arguing that she was materially prejudiced when the race committee had tried to call her back under an incorrect name, Quamichan). Had t not been for her premature start, Salute would have easily won the race and finished with four bullets.

Twist's is a particularly happy boat, partly because the campaign seems completely

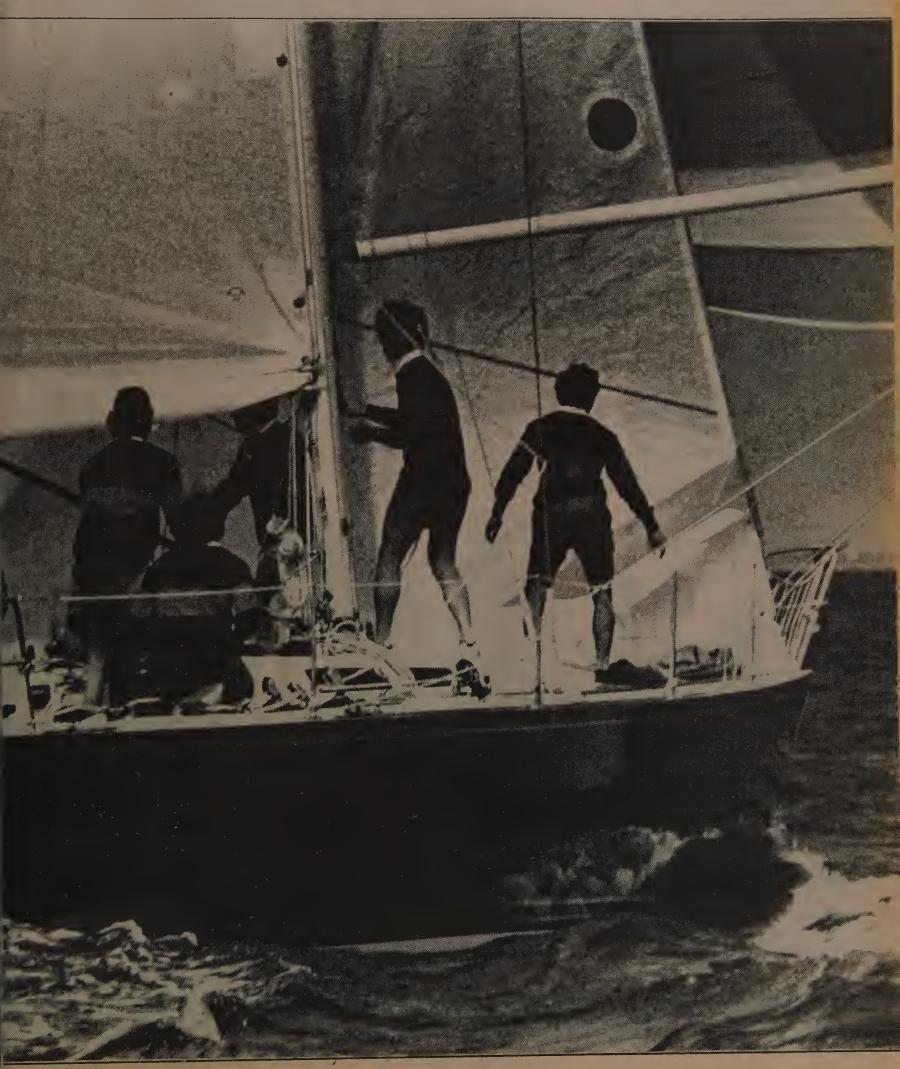
under control, partly because the owner/skipper is so talented and knowledgeable, and partly because they enjoy having a good time. Partying was definitely an integral part of the week, and it came as no surprise when a rent-a-stripper disrobed on Salute just before the first race in honor of Twist's 40th birthday. Those onboard and on neighboring boats were disappointed, however, when she took off her top. "I hope that's not a symbol of what it's like after you turn 40l commented Twist.

Obviously pleased with the performance of the boat and the campaign to date, Twist will race in the Big Boat Series this year and has next year's Clipper Cup penciled onto his calendar.

Primary victim of Salute's excellence was Quintessence, which finished four points



# LONG BEACH RACE WEEK



page | | |

# GETTIN' BETTER ALL THE TIME



# LONG BEACH RACE WEEK

back. In the first two races, however, it looked like Lee Otterson's Clockwork and the designer-driven Brooke Ann were the boats to contend with. Those long races were decided by only seconds. In the first race, for example, Clockwork was nabbed by Brooke Ann for second place by just two seconds. The next day Salute edged Brooke Ann for first by just two seconds! Both Brooke Ann and Clockwork seemed to lose their resolve after these narrow defeats, and stumbled to a disappointing third and fourth for the series.

Stan Reisch and Bob Klein's Peterson 42,

Leading Lady, finished 8th in the ten boat fleet, her best a 4th in the tricky third race.

### Class E

The crew aboard Jim Mizell's Frers 40 High Risk from Stockton were a little surprised after winning the first two races in their division. Mizell and organizer/design consultant Bob Smith have had their ups and downs putting the boat together over the last nine months, and this was the first time everything gelled. Part of the reason is the crew, which includes some of the Bay's better but less well-known IOR sailors, including John Buestad, Hartwell Jordan, Mike Lingsch, Bruce Heckman, Jim Getteys, Tom Alexander, Paul Ferrerese, Mickey Caldwell, and former Olympic Soling star, driver Jim Coggan.

Mizell and Laurie Timpson, owner of another Northern California Class E entry, Flasher, both owned production racers before deciding to go grand prix with Frers 40's built by Tom Dreyfus of New Orleans Marine. Mizell's had his program relatively well under control for a new participant to the game, although his wife Diane, who stays ashore, marvels at the appetite of the crew. She had to prepare over two dozen sandwiches and 12 dozen cookies (chocolate chip is the preferred, followed by chocolate chocolate chip) for each race. There may be a Clipper Cup for High Risk next year.

Timpson, on the other hand — who also plans on going TransPac — seems a little more at loose ends and in shock at the effort involved. The boat, for example, has had to come out of the water some ten times already for various work, and it must come out again before the TransPac. And everything costs money. Originally his wife Mary Lou, who sails on the boat, thought they could put the project through for about \$180,000. As of Race Week it was up to \$225,000 and counting. It's no PHRF on the Bay program.

But in the first Class E race it looked like Northern California boats were anything but PHRF'ers. High Risk won, Flasher was second, and Saltshaker, Lee Tompkins Kame Richards-driven Peterson 39 was third.

High Risk won again the next day, and took the series despite slipping to fourth in the two final races. An inconsistent Flasher and a shakey Saltshaker slipped further, ending up fourth and fifth respectively.

Second in class was Ron Melville's perennial standout, *Big Wig*, and Milt Vogel's *Apogee*, both of which came on like gang-Try as she could, *Bullfrog* just couldn't shake *Tomahawk* (in the haze at right).

busters and will have to be watched come Big Boat Series time.

### Class F

Crackerjack, an aluminum Nelson/Marek 36 similar to 1980 1 Ton National Champ,



Bill Twist stood head and shoulders above his competitors in Class D.

Rush, would have had three bullets except for a procedural mistake after race one. They won that race on the water, and were asked to stop at the LBYC dock for an inspection in accordance with normal Race Week procedure. The purpose is to check that equipment such as fire extinguishers, lead lines and other safety gear is in conformity with regulations. Going over Crackerjack the committee found only one bucket with an attached lanyard. The rules say a boat needs two. Demonstrating they meant business, the race committee penalized Mike Busch's entry with a fourth place score.

That, however, wasn't enough to keep the San Diegans down. When the wind lightened up they were very quick, proving that their victory in the San Diego Yachting Ton Cup and their second in the SoCal Lipton Cup were not flukes. Salsa, a Frers F-3 from Marina del Rey, couldn't quite maintain the pace and dropped to second overall for the series.

Northern California boats in this division did not fare well. Stan Rinne's out-classed C&C 40, Demasiada, finished 13th in the 14 boat fleet, while Don Trask's J-29, which had to give time to the six much longer New York 36's, took 14th.

Despite his low finish, Trask had a heck of a good time. An influential member of the St. Francis Yacht Club, he was extremely

# LONG BEACH RACE WEEK



Two Peterson 48's make a run for the finish. Some Northern California sailors found lack of crossing tacks, mark-roundings, and geographical points of

references unsettling. Not the Southern Californians.

### 1983 LONG BEACH RACE WEEK RESULTS

BOAT	TYPE	OWNER	YACHT CLUB	SCORES	TOTAL
Class A					
1. Tomahawk	Frers 51	John Arens	Balboa YC	1,1,2,1	4.25
2. Bullfrog	Peterson 55	Dave Fenix	St. FYC	2,2,3,2	9
3. Brisa	Choate 48	Dennis Choate	LBYC	4,4,1,3	10.75
				-1, 1, 1,0	, , , , ,
Class B				1	
1. Secret Love	Peterson 45	Brad Herman/Lowell North	DRYC	1,1,1,1	3
2. Pendragon	Davidson 45	John MacLaurin	Cal YC	2,2,2,2	8
3. Travieso	Nelson/Marek 44	Ron Kuntz	OYC	3,7,4,3	17
				-,.,.,-	
Class C					
1. Illusion	Choate 44	Ed McDowell	KHYC	2,4,2,1	8.75
2. Celerity	Serendipity 43	William Ostermiller	BCYC	1,2,5,4	11.75
3. Geronimo	Choate/Peterson 42	Richard Compton	SBYC	3,3,1,5	11.75
7. Confrontation	Davidson 45	David Fladlein	SFYC	5,7,7,8	27
	<b>,</b>				
Class D		,			
1. Salute	Peterson 41	Bill Twist, Jr.	St. FYC	1,1,5,1	7.25
2. Quintessence	Peterson 41	Don Hughes	SBYC	4,4,1,3	11.75
3. Brooke Ann	Nelson/Marek 41	Larry Harvey	CBYC	2,2,7,6	17
4. Clockwork	Serendipity 41	Lee Otterson/Ray Pingree	SFYC	3,3,6,5	17
8. Leading Lady	Peterson 41	Stan Reisch/Bob Klein	RYC	8,7,4,7	26
Class E					
1. High Risk	Frers 40	Jim Mizell	St. FYC	1,1,4,4	9.50
2. Big Wlg	Choate 40	Ron Melville	BalYC	8.5,2,2,3	15.50
3. Apogee	Peterson 39	Milt & Marty Vogel	LBYC	5,11,1,1	17.50
4. Flasher	Frers 40	Laurle Timpson	RYC	2,5,9,2	18
5. Salt Shaker	Peterson 39	Lee Tompkins	OYC	3,8.5,5,8	24.50
Class F		4			
1. Crackerjack	Nelson/Marek 36	Mike Busch	SDYC	4,5,1,1	10.50
2. Salsa	F-3	Leonard & Leta Nadler	DRYC	2,1,7,9	18.75
3. Onslot 13. Demaslada	NY 36	F. La Horgue/R. Matzinger	LBYC	3,4,3,11	21
	C&C 40	Stanley Rinne	St. FYC	11,13,8,12	44
14. Smokin' J	J-29	Don Trask	St. FYC	7,9,14,14	44

impressed with the Long Beach Yacht Club's handling of the event, and took notes to bring back to the St. Francis directors to make sure that their Big Boat Series remains the top event. Given the intention and execution of the members of the Long Beach

YC, that will be no easy task.

Fortunately for West Coast sailors, they can choose either. For lots of sun and less wind, Long Beach is the place to go. If you crave more wind and don't care so much about your tan, the Big Boat Series is it.

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- latitude 38

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# DELTA GATEWAY

Frenetic sailors like to do their Delta runs in one big heap. Eight to twelve hours of warm uninterrupted downwind sailing to their favorite Delta destination. Usually such folks have big boats, like to carry spinnakers, and lust at the thought of making Northern California's longest inland passage. They often only have a three-day weekend to enjoy the Delta. If you're one of those folks, this article isn't for you.

If, on the other hand, you're one of the majority who prefers a leisurely river run, who likes to stop and poke around, this Crockett to Antioch guide has been compiled with you in mind. Most sailors are unfamiliar with this 24-mile stretch of water, yet it makes the most logical place to stop for a respite, either going to or returning from the Delta. Sailing these waters, you'll not want to be without NOAA chart 18652, which most everyone already owns.

### Crockett

After the McNear's Beach anchorage off San Rafael, there is really nowhere for the Delta-bound sailor to stop this side of the Crockett Marina. Adjacent to the huge C&H sugar refinery and directly beneath the Carquinez Bridge, it's not hard to find.

Offering little protection from the near constant wind and because of uncertain harbor depths, this is not a popular stop with sailors. There is, however, both gas and diesel available, and usually overnight berths

PHOTOS BY LYNNE ORLOFF-JONES

### Glen Cove Marina

Just a mile up and across Carquinez Strait is the Glen Cove Marina, a favorite sailor's stop. Before the harbor was built, old timers called it "Dead Man's Cove" because so many of the drowning victims washed ashore here.

Today's outstanding landmark is the stately white building, easily visible to all waterway traffic. The building once was a 28-room light station — it had an attached lighthouse — occupied by light tenders. This was back in 1910 when she stood on her original location at the north side of the entrance to the Mare Island Channel. The lighthouse was phased out by automation in 1955, and the building sold at a public auction. Her buyers moved her by barge to her present location at Glen Cove, where she's now serves as an office building.

What makes this postcard-pretty marina popular with sailors returning from roughing it in the Delta are the amenities. Hot showers and a coin-operated washer and dryer are never more meaningful than at the end of a liveaboard vacation. There's also ice, water, electricity, and gas and diesel. What Glen Cove doesn't have but could use, is a place to eat. Too bad somebody doesn't barge the Nantucket Food Company over from Crockett some night.

Onboard barbecuing is allowed at Glen



for boats under 30 feet. The Crockett Marina's big attraction is its renowned seafood restaurant, the Nantucket Fish Company, located just a few steps away The meals are well worth the typical long wait.

The gateway to the Delta is the area between the Carquinez and Antioch Bridges.

Cove, which solves both the problem of where to eat and what to do with the last of the Delta meat. While dinner cooks you can



enjoy a cocktail or two and stroll to the water's edge. Across the river lies the crumbled ruins of *Bay City*, Mark Hallisy's abandoned paddle-wheeler that last served as a fishing resort. But don't overdo the boozing or noise; this quiet community frowns on those that disturb its traditional peace.

Glen Cove Marina has plenty of water, but when entering or leaving head directly for midstream, as depth along the north shore drops dramatically from 46 to three feet. Like all marinas, the folks at Glen Cove appreciate advance reservations, and they'll hold them until two hours past your estimated time of arrival.

### Port Costa

Port Costa, across the river and around



Tranquil Glen Cove Marina.

the next bend, is a former railroad center. In its heyday railroad cars loaded with Deltagrown grain were transported from Port Costa to Benicia on the ferries, Contra Costa and Solano. Most of the grain warehouses that once dotted the hillside have disappeared. One that remains has been converted into a complex of shops as well as being the new home of Juanita's restuarant. A lot of good this does you, as there is no good place to tie up, anchor, or land.

### Benicia Marina

Also not doing you much good yet is the Benicia Marina on the north side of the Straits just past Port Costa. The marina won't be open to the public until sometime near the end of the summer. Towering on the water's edge is the Benicia Yacht Club,

another building moved toward the water at the expense of endless blood and sweat.

Although not open yet, keep Benicia in mind for future Delta runs. The non-touristy antique shops are great for browsing and the quaint First Street area of downtown already lures sailors on taxis from as far as Glen Cove, some five miles away.

### Martinez Marina

Sailing upriver you'll soon see Mt. Diablo come into view as well as the Martinez Marina. The marina, not the mountain, can be identified by the paddle-wheeler Fresno which lies nearby. With only 2½ feet of water at zero tide, I can't recommend this as a good place to stop until some dredging has been done. Such work is only now being negotiated. If you do decide to risk the en-

trance and make it, there is fuel available, but food and chow require a moderately long walk into town.

### Suisun Bay

The Benicia Bridge, just past Martinez, marks the entrance to Suisun Bay. The north side of Suisun Bay has the rows of mothballed World War II ships as well as the Glomar Explorer, an extravaganza built by the Hughes Corporation to try and retrieve a Russian submarine that was lost off Hawaii. If you're headed up the San Joaquin River, this is the wrong side of the Bay to be on.

Nor, however, do you want to sail up the center of Suisun Bay. Hundreds of sailors do this each year, and hundreds of them get stuck in the mud. The countless seagulls you see in the center of the Bay are not floating, they're standing on the bottom. So take a glance at your chart and watch what you're doing.

### Harris Yacht Harbor

Eight or nine miles further up the whistling choppy river is a secluded harbor known to very few river runners. This would be Harris Yacht Harbor in West Pittsburg, several miles west of Pittsburg itself. The entrance to Harris' is 1/4 mile west of marker "26" at Stake Point, via a 150-ft wide north/south channel. The NOAA chart list the harbor as McAvoy, but it's really Harris'.

The owner of the marina, who lives on his 32-ft Colin Archer design, recommends that sailors enter at medium high tide, which is about two hours either side of low water. When in the channel stay about 40 feet off the east bank for the most water. Once inside



Benicia's Marina is not yet open to the public.

the marina there is plenty of depth.

Harris' has exceptional security because all the employees — like the owner — either

# **DELTA GATEWAY**

live on their boats or on the grounds. Guest berths have no electricity, but do have water and showers. There is a picnic area, a snack



The PG&E stack as they appear from near the entrance to Harris' Yacht Harbor.

bar, and a small chandlery. Ice is available, as is gas, diesel, and copies of Latitude, 38. If you're looking for more action, it's just a short walk to a shopping mall and a country and western bar.

The major advantage of overnighting at Harris' is its proximity to the infamous Middle Ground. Experienced Delta-runners know that this area — when the wind howls and the current ebbs — is the nastiest of the whole Delta run. Those who've pitched endlessly in this area will be a long time forgetting it. If you overnight at Harris' you can hit Middle Ground at the crack of dawn, when it's likely to be its tamest.

### Pittsburg

Further upstream are the towering Twin Stacks of Pittsburg's PG&E plant, which mark the entrance to New York Slough and Pittsburg. If you're looking to stop, pass right by marker "2", the old Shell sign, and the entrance to Pittsburg's old shallow marina. Just beyond these is the "new" Pittsburg marina, which you can easily identify by its

impressive breakwater. Another landmark is the waterfront homes under construction, an attempt to revitalize what had become a very shabby neighborhood.

A lifelong resident of Pittsburg who comes from one of the old Italian fishing families that once dominated this town, sadly confided that his hometown indeed could be a rough place. His parting words to me were, "If you gotta walk outside the fenced-harbor, you better band together with fellow boaters."

It's probably not all that bad, since countless sailors have stopped to pay homage to the New Mecca, a restaurant that's been serving some of the most scrumptious Mexican food this side of Hermosillo for the last 25 years. The restaurant is in a rundown building and has no atmosphere, neither of which do anything to discourage the crowds of people waiting in line for a shot at the heaping plates of chow. There's no waiting in line on Wednesdays though, the New Mecca is closed. The restaurant is easy to find, right next to the police substation.

Mexican food always makes me sleepy, so it's a good thing that the Pittsburg marina has guest berths complete with electricity, water and showers. There's also gas and diesel.

### **Anchoring Out**

By this point in the river the scenery has changed to what you'll see in much of the Delta. The riverbanks are flat and lined with tules; and the weather is warm and windy. Between the whiffs of industrial fumes you can now and then detect the farmland smells of grass and hay.

For those seeking either thrift or solitude, many sailors have traditionally just dropped a hook or tied on to something solid in lee of Brown or Winter Islands. And why not?

A couple miles further upriver and across from West Island is Mayberry Cut, a longtime favorite stopover anchorage and — unfortunately — water-ski run. You get protection from the wind here, but the current is strong and anchors tend to drag. Many folks have the best luck tying bow and stern lines to the bushes on the western side. For Bay sailors with a very short vacation, this is sometimes the ultimate Delta destination.

### Antioch

Antioch is the big city of the area and offers the most accomodations and amenities.



There seems to be more dilapidated ferry wrecks than harbors in the gateway area.

The only place to stop in Antioch proper is The Riverfront Lodge restaurant. The food and drinks are good, but the guest docks are asphalt and offer precious little protection against the surge and wind. Careless owners could give their boat a pounding if they're not careful or if the wind is strong.

### New Bridge Marina

Perhaps a better choice is the New Bridge Marina, on the west side of the Antioch Bridge. A number of sailboats — some as large as 50 feet — call this marina home, despite the fact there's 4.5 feet of water at the entrance during low water. But that's not



bad, and the marina does offer the basics such as water, gas, electricity, and ice as well as extras like showers, barbecues in the picnic area, and a swimming pool!

If the skipper's lost his lunch hook or other marine gear, there's the Bridgehead Dry Dock and marina store nearby. If the galley slave is ready to jump ship there are several restaurants in the area where she can feast on someone else's cooking. The closest, the Bridgehead Cafe, is just a few blocks away and serves three meals a day seven days a week. About a mile from the harbor on Wilbur Avenue is Seven Abowd's restaurant, where owners Mary and Ben dish various Italian dinners, prawns, crab legs, and New York steak. If you want to continue the calorie binge you can schlepp a tub of takeout minestrone or clam chowder for tomor-

row's lunch. Whatever you do, remember that Seven Abowd's is closed on Sunday and Monday, and that they only accept cash.

If you're just looking to refill the icebox,

### Bridge Marina Yacht Club

Continuing up the river — and with the bridge inspired names — is the Bridge Marina Yacht Club, whose members have just celebrated the club's 30th year. Yachties with reciprocal privileges are welcome to drop by and hoist a few, or enjoy the weekend meals available on Friday, Saturday or Sunday. This is only a clubhouse however, there are no docking facilities.

### Lauritzen's Yacht Harbor

The last stop on this Delta Gateway Guide is on the east side of the Antioch Bridge, Lauritzen Yacht Harbor. There's seven feet of water in the entrance at low water, a lot for this area.

The Marina owner, Chris Lauritzen III comes from a long line of Delta pioneers who helped shape the area by driving piles, operating a passenger ferry, and selecting the location of the Antioch Bridge. If the Lauritzen name sounds familiar, you may be thinking of the Lauritzen Canal in Richmond's inner-harbor, which was named in honor of Chris' Uncle Harry.

In an area that primarily caters to power-boats, Chris III has a genuine desire to accomodate sailors. Any day but Fridays or Sundays are fine, those being the days when rental houseboats check into the slips. So plan on laying over on a Saturday or Monday through Thursday and you'll be in great shape. Land conveniences are a little further than from the Bridgehead Marina, but they're there. Lauritzens offers gas, diesel, water, electricity, showers and ice on the premises.

### **Beyond Antioch**



Riverview Lodge has a dock, but it's rather exposed to the surge and wind. Exercise caution to protect your boat.

the Bridgehead Market — back toward the harbor — has wine, beer, cheese, deliments, and ready-made sandwiches.

Beyond Lauritzens lies the Delta proper and "1,000 miles of recreational waterway". You'll want to see it all, and to answer every possible question you might have on that subject, Sue Rowley's article follows.

lynne orloff-jones

# DELTA

If you've never been to the Delta before or had a first trip that was unsatisfactory, I've written this article just for you. Delta veterans will be familiar with much of what I say, but still may be able to pick up a good idea or two — and perhaps learn of a new an-

ALL PHOTOS BY SUE ROWLEY

visitor. Of this latter group there are two I've found particularly helpful.

One is the Pacific Boating Almanac for



chorage to visit.

The first thing any prospective Delta-runner ought to do, is find out if a Delta sailing vacation is really what they're looking for. If it's a spine-tingling adventure laced with a heavy dose of sailing and navigation challenges, the Delta is not for you. I'd suggest you sail down to the Channel Islands and back instead.

But if you relish the thought of relaxing on your boat, if you yearn for the opportunity to drift along for hours on end in hot dry air, going everywhere and nowhere, then the Delta just might be your ticket. Typical activities include dinghy and boardsailing, napping, swimming, fishing, napping, sunning, reading, napping, sipping, chatting, and napping. There's also napping, sunsetwatching, berry-picking, clam-digging, boatbrowsing, star gazing, and napping.

Some Delta first-timers are disappointed, expecting some singular Delta destination — like a Club Med — to ultimately arrive at. There is more "there" in the Delta than in Oakland. The Delta is as much a state of mind as it is an area of California. As such, a three-day weekend is simply inadequate time to enjoy the Delta. A one-week vacation is the minimum, two weeks is ideal.

To get a clearer idea of where you're headed, I recommend browsing through the appropriate books at your local chandlery. Some of the books cover the rich history of the Delta, with its steamboat races along the sloughs, and the Chinese immigrants who built the endless miles of levees to preserve the superb farmland. Other books are of a more practical nature for the water borne

There's peace and quiet — and bushes — up the Delta.

Northern California and Nevada, which sells for \$9.95. It lists all the facilities in the Delta with their telephone numbers. Additionally it features many aerial photos of the area, which can be especially useful. Besides that, it's full of good information for all of Northern California — every boat could use one.

The second valuable publication is Hal Schell's *Delta Map*, which at \$1.75 is the best bargain around. On one side there's a map of the Delta with all the marinas and resorts boldly identified, and a very helpful graph listing which goods and services are available where. On the flip side is a bunch of basic Delta information such as the history of Locke, what fish to try for, how to get the bridges to go up, and how to catch crayfish with cat food — lots of good stuff like that.

What these publications don't have is good detailed depth information. Consequently you'll need a couple of NOAA charts. One is 18652 (San Francisco Bay to Antioch) which you probably already have, and 18661 (the San Joaquin and Sacramento Rivers). If you're planning on going way up the Sacramento, you'll also want 18662. I recommend you pen in the location of fixed bridges with red ink.

Because there's so little sailing to be done once you're up in the Delta and because almost everyone motors back at least to Vallejo, the smart money is on making sure your engine and accessories are in good shape. Is your battery strong enough to



An Islander 30 in full-on Delta mode.

take a lot of use and still get the engine started in the morning? Are your spark plugs good? Is it time to change the oil and filters? Take care of your deferred maintenance before you go up the river, because the Delta moves slower than Mexico and engine parts are less readily available. You may also want to install a strainer on your engine water intake if you don't already have one, all the better to keep the tules out.

Some folks feel it's important that their electronic gear be working, others feel they can forget it. If you'll be needing to call home, a VHF call through the Stockton Marine Operator on channels 27, 28 or 86 is far more convenient than trying to find a public telephone. So make sure the radio is in order.

Some sailors feel that a depthsounder will keep them off the bottom. It may, and it may



not; the fact is running aground in the Delta is as common as sun in the afternoon.

Techniques for getting off the bottom vary with the severity of the grounding. Often times putting the engine in reverse and backing out in concert with a powerboat wake will do the trick. If not, get the entire crew - and maybe several heavy items down on the leeward side and try and back out. If that fails run your main boom out over the water as far as it will go and have the wife and kids crawl out to the very end. Usually this will heel the boat far enough over to back off. If not, set an anchor out on your spinnaker halvard and winch the damn boat over. If none of these approaches work, just leave the anchor out and have a couple of beers and figure it out manana. You could, I suppose, call the Coast Guard in Rio Vista on channel 16 if you ran up the side of a levee at eight knots, but generally reserve Coast Guard calls for genuine problems.

If you've got kids like we do, bringing along the Merck medical manual and all the families normal medications can save a lot of

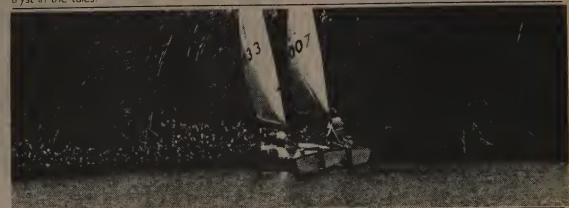
Want to get away for that second honeymoon? Try a tryst in the tules.

mal family medications are a must. The sun is bright up in the Delta, so don't forget sunburn protection and medication — and use it!

Provisioning intelligently can make your Delta vacation all the more enjoyable. Since there are only a few well-stocked stores in the sparsely-populated Delta area, I recommend you do most of your provisioning before leaving home. (In the past some Delta stores have run very low on supplies, particularly in July). Find a store that will get you green tomatoes and underripe fruit generally you'll have to ask. If you're staying in the Delta for two weeks you'll need as much of this as you can take. Because it's cheaper and there's a wider selection, buy all the staples before casting off. And try and be complete; nobody likes to budge from that perfect anchorage to go in search of a roll of toilet paper.

Once you're up in the Delta there are only a few good places I know to reprovision. I feel the absolute best is the Walnut Grove Merchant's Dock on the Sacramento River just above Georgiana Slough. The nearby Big Store has fresh meat, lovely produce, and ice cream bars you can slurp while loading up a grocery cart to take down to your boat. This task completed, Georgiana Slough is the nearest anchorage for the night.

Another decent place to reprovision is Tower Park Marina at Terminous, near the junction of Little Potato Slough and the South Fork of the Mokelumne River. The meat is frozen here and the produce often second rate, but there's usually plenty of dock space as well as a nice cool bar and restaurant. Big ice blocks are available, as well as a trash bin, a laundromat, and 50 cent showers. You'll meet lots of sailors here and can anchor for the night about a half mile to the southeast near Westgate Landing



time and worry. Swimmer's ear is common, as are allergies inflamed by the nearby farmland. Insect repellent, eye drops, and nor-

Other lesser reprovisioning spots -

## DFI TA

mostly for fuel, ice and liquids — include Herman and Helen's, which is basically a speedboat and houseboat haven. Incidental-



The Delta's a perfect place to domesticate that swashbuckling sailor.

ly be sure to ask which hose has potable water before filling up your tanks — a good idea throughout the Delta.

If near The Meadows, Walnut Grove Marina is the only oasis. They have frozen meat and puny produce, but usually plenty of beer and groceries as well as some boating supplies.

Whenever and wherever you provision, I suggest that you top off everything! Get your gas, beer, food, and fill the thermos with coffee all at once and be done with it! Then on to better and more relaxing endeavors.

Laundry isn't the big problem you might expect it to be. For one thing the warm weather and casual atmosphere dictate the need for only a little clothing. A couple of swimsuits, t-shirts, shorts, and a pair of jeans will normally suffice. A warm-up or pile suit is good for cooler evening breezes. With so few clothes you can have the family do a little bit of their own laundry each day. Throw them in the river and then a bottle of soap and a few items of clothing right after them. Or use a bucket on the deck. Either way, the clothes will dry quickly in the hot sun.

If you've got to have a laundromat, Hal Schell's *Delta Map* lists about 25 locations in Delta waters. That sounds like a lot, but they're not all that convenient and nobody likes to spend their vacation watching a dryer spin.

For laundering bodies in the river, I sug-

gest Ivory soap because it floats. With all the swimming you'll be doing, getting clean isn't that much of a problem.

Four important items I think all Delta boats should have:

- 1. Mosquito screens to be attached with duct tape. You can't just close the hatches at sundown because it's 80 degrees.
- 2. A canopy or some kind of awning to protect you from the sun. Plain or simple, there's more sun in the Delta than anyone wants to sit under. And despite the pictures you may have seen, there aren't that many shade trees anymore.
- 3. A dinghy of some kind. You'll use it to row an anchor line ashore, to go over and meet friends on another boat, to visit a nearby store, etc. If it has a motor your exploring range is increased tremendously. If it has a sail, there'll be plenty of others to race against.
- 4. A good boarding ladder. What goes down must come up. The rope type, in my opinion, is virtually useless. I once watched a guy who looked a lot like Arnold Schwarzenegger spend an afternoon futilely trying to climb back aboard on one.

Getting to the Delta is easy; if you find it difficult you shouldn't stray too far from your own harbor. Although a night run up the Delta can be an unusual and exciting experience, I recommend that your first trip be made during daylight. With the heavy river run, it takes a moderately fast 40-footer about eight or nine hours to get closest to the Delta anchorages from the center of the Bay.





With your friends and a boat, there's no better place to have a birthday.

So if you've either a slower or smaller boat, leave very early in the morning or consult Lynne Orloff-Jones' 'Gateway to the Delta'

article for a place to stop on the way.

Advising people where to go on their first Delta trip is difficult. The best places are naturally the most popular and most crowded. Particularly in July and around the 4th. More and more sailors are reluctant to reveal

# GUIDE



Steamboat Slough: At the north end near where it joins the Sacramento River, big trees offer shade for marathon swimming parties. You can dine out at The Steamboater and reprovision at Walnut Grove's free Merchants Dock before walking over to see the town of Locke. Eat at famous Al's Place if you want a big economical meal. The choice is a steak, big or small.

The Meadows: The railroad bridge which once precluded sailboats now stands open to this splendid tree-lined anchorage popular for swimming and dinghy sailing. It's frightfully crowded, however and you may travel all that way and find anchorage space unacceptably cramped. Reprovision at Walnut Grove Marina and dine, if you wish, in the air conditioned comfort of Giusti's. You could even spend the night at their guest dock.

Lost Slough, near the Meadows, is incredibly lovely but inaccessible to big sailboats because of the 44 foot power lines and only six feet of water. Boats 27-ft or under would probably find it ideal, though I've not been there since they built Highway 5 through the east end.

Five Fingers: A sheltered tule island anchorage, located on Middle River between

The Ryde Hotel, where the swingers meet on weekends.

the location of their "secret spots" for fear of instant overcrowding — and with good reason.

Before you go, you might want to talk to friends on your dock and ask them where they go — and why. Maybe they like a place because they like to fish, which wouldn't necessarily be good for swinging singles or boardsailers. Here are some of the more popular locations, and what they are popular for:

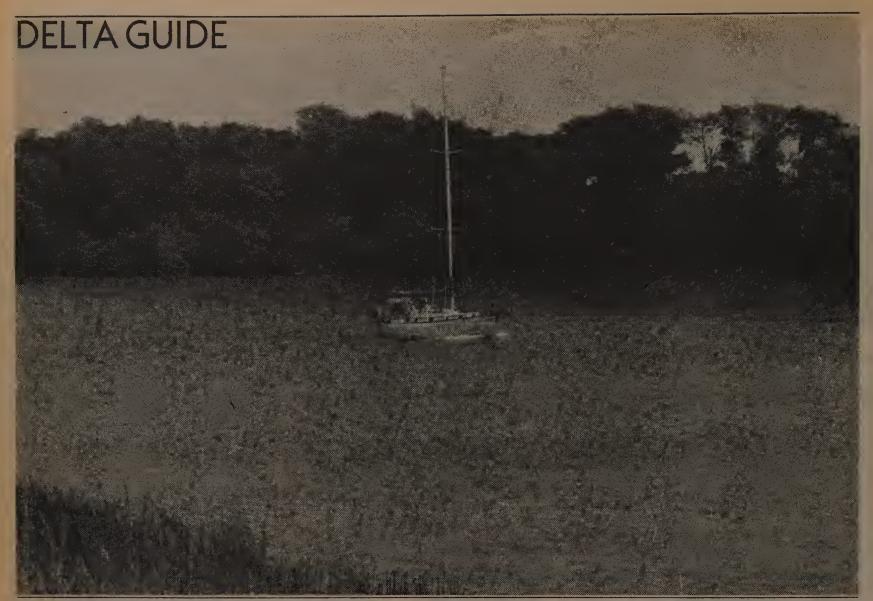
Potato Slough: An area nicknamed "The Bedrooms" offers sheltered anchorage behind several islands just off the San Joaquin River. There's lots of dinghy sailing behind the first big island, known to many as Fig Island. Reprovision at Spindrift Harbor or Herman and Helen's. Eat at Moore's Riverboat if you have a friend with a motorized dinghy. There are three or four other



restaurants along the road between Korth's and Spindrift, just tie your dinghy to some bushes closest to them.

Columbia Cut and Connection Slough. Reprovision at Herman and Helen's.

Mandeville Cut: Everybody comes here



on the 4th of July for the fireworks. It's a madhouse. But it's not a bad anchorage at other times if you ignore the ski boats. There are tiny docks, picnic tables, trash barrels, and trails on the shore. Reprovision at Herman and Helen's.

f I here are a million other spots, and finding your favorite is the ongoing challenge. Once you do find a spot, drop a stern anchor as you motor slowly toward shore, then grab a clump of tules or a tree trunk to secure the bow. If you can't get your bow in close enough, just take a line to shore by dinghy, tying it so you can retrieve it without going ashore again. Once you're settled, mark your anchor line with an empty clorox bottle or some other float so the fishermen don't catch it in their props. Then put up your canopy, open a beer, and stay a few days!

It's good form to assist someone trying to anchor near you, and wise to keep an eye on rental houseboats attempting to anchor. They do strange things that send them hurtling toward you in the most unexpected ways.

As to Delta etiquette, the following are grounds for the Delta Dummy award:

Anchoring too close to another already anchored boat so as to invade their privacy or preclude them from swimming or fishing from their boat.

Taking a leak off the stern, no matter what time of day or night, unless you are in a totally isolated area. This is a family area and many folks sleep on deck who don't care for the sound of 'running water'.

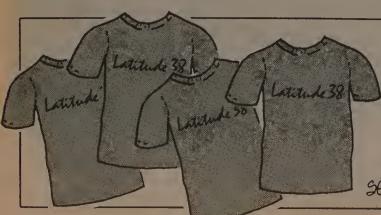
Dumping trash or picking vegetables along shore, except for wild blackberries.

Flushing your through-hull head while people are swimming.

Running your generator before 8:30 am or after 9 pm'.

f If you've planned it right and had a relaxing Delta vacation, you will dread the trip home, with good reason. It's Hell, there's no getting around it. Take off early, preferably on an ebb, and thrash your way to weather for hours. It's a drag, but without "paying the price" you wouldn't as fully be able to appreciate the time you had gunkholing the Delta!

sue rowley



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32'	Westerly.	1974	. 59,500.00
35'	Fantasia	1979	84,000.00
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39'	Landfall Cutter	1977	58,000.00
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40'	Krogen MS Ketch	1982	. 120,000.00
41'	Gulfeter, Catr Cockpit Sloop	.1974	89.750.00
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25'	Fleur Blue #31	1961	9.000.00
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# **ANDREW**

### **NAVIGARE NECESSE EST?**

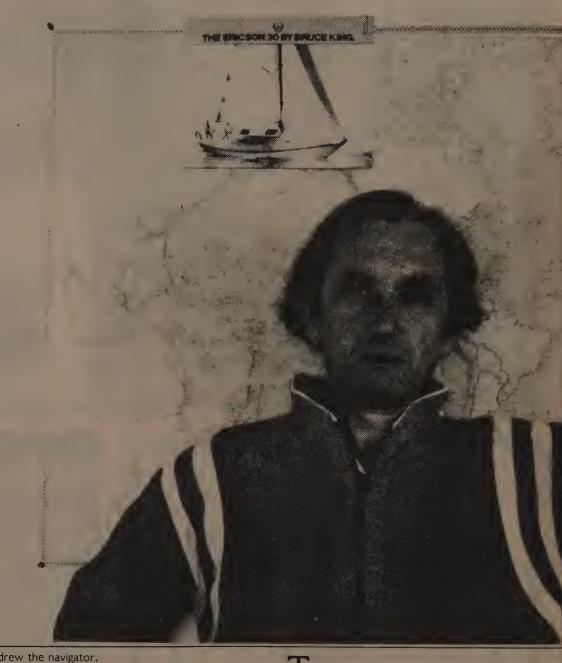
Nord IV passed Golden Gate, the Farallones and submerged in the blue boundlessness of the Pacific Ocean. Days passed and weeks started to pass, then months. Slowly but irreversible the hundreds of bonds which linked me with land disappeared. There were many; some weak, some strong. But combined, as small threads in a strong rope, they are often impossible to break.

Nord IV passed Hawaii and, running with tradewinds on her Southwest course moved toward Equator. "What will you do all these days?", asked friends before my departure. "Are you taking enough books with you?" Yes, I did take plenty, but believe me, sailing alone one has not too many occasions to read, or just — to fulfill the biggest dream of mankind — to do nothing.

Sails up and sails down, reef, keep logbook up to date, cook, care for Cardinal Virtue, wash myself as well as the boat's deck sometimes an octopus (alias squid) paints it black. I have duties: writing articles, writing to Krystyna, writing to friends — and yes, there is still something else: the navigation! It differs from sailor to sailor, how he navigates. Most boats sailing, like Nord IV, in the blue boundlessness of oceans, take celestial fixes "every few days". Although not all, there are extremists who take fixes very seldom or very often.

f I do take fixes - but f I am absolutely not trying to convince anybody to do the same - every day. Why? Because I like to know exactly where I am - to increase my safety, to sail faster. Also very important; one never knows how soon there will be the next possibility to shoot the sun. Maybe tomorrow, but maybe no sooner than seven days later after the unexpected fog, rain or clouds clear. Often it can be too late.

The boat's deck is dancing a crazy kazachok. The ocean and the horizon are dancing in the same rhythm. Standing in the



Andrew the navigator.

hand, I am trying to support my balance with the third. The enormous midday heat is melting me like butter on the desert. The flashes of the sharp tropical sun are making

I he only thing I can do is to catch the ring of the sun emerging from time to time between heavy clouds. There is no time to lose! In the telescope of my sextant is a real medley: an edge of the main, then sky, then horizon — but no sun! Sky again, then sun, but no horizon. Nord IV begins to bury herrail, a stronger gust turns the boat and the sun disappears behind the sail. My fourth hand is grabbing the tiller, the second is adjusting the sextant, the first hand is deparately looking for a safe grip, and the third is wiping sweat from my face.

Briefly I grab the sun with my sextant, turn it down to the water level, and note when it happened. At the same time I note the angle: 65 degrees and 56 minutes. But careful, don't mix them, don't mix 56 minutes with minutes from your watch. And

# Expand your wings gentlemen! We are living in a computer era.

cockpit I am trying not to dance, and like everybody who is not dancing at a party, I am enjoying it the least.

Holding the sextant in one hand, a piece of a cardboard and a pencil in the second

me temporarily blind, the movement of Nord IV is trying to throw me overboard, and the same time the spinnaker boom decided to have its own very special affair with one of the spreaders.

# **ELECTRONIC SEXTANT**



spherical aberration or perhaps the chromatic aberration. And what do you prefer, entrance 77AA DOGT or 99 SST UV 8589?" The eloquence of the owner of the golden sleeves made a proper impression. It was very proper at a yacht club party and the proper level of problem for top navigators.

I looked around and returning to all my voyages; so wet, so long, and often so exhausting, knowing the inappropriateness of my answer, I looked straight at my interlocutor and said: "Sir, during over 25 years of sailing I had only one problem with celestial navigation, and this was to stay on my feet while shooting the sun."

Well it was not too difficult for me to torpedo the Admiral, but what can we do to make the lives of us navigators easier and to keep our legs from getting black and blue?

I think the following idea is worth a consideration. Let us marry our sextant and our watch. They were separated for too long. For long time a watch, alias a chromometer, was too heavy and at the same time too fragile to join the sextant. But the miracle of silicon chips made a watch as light as a feather, as small as a button, and as inexpensive as the proverbial peanuts. (My excellent waterproof watch cost the equivalent of four small cans of roasted peanuts).

Step one: Fasten a watch permanently to the sextant — on a small boat there is no extra guy who will record the time for you in the cabin — and this way free one hand.

Step two: Ask manufacturers of sextants to build a really inexpensive switch which should mount on the sextant's grip as a kind of a "push-button". In the moment of your

shooting the sun you press the button freezing the time of observation on the watch's display. Later, in the luxury of the cabin you will note this reading and reset the watch. Simple? Yes, also convenient.

Step three: Expand your wings gentlemen! We are living in a computer era. Install a small "memory" so your sextant will keep the angle and time of all sun shots. It will be easy to put them in logbook after "happy return" from the wet and swinging deck to the warmth of your cabin.

Blue, blue, blue. Did the sky borrow the unique, tranquil color from some angels, or is the sky just reflecting the ultramarine from the depths of the ocean? Nord IV is rolling from side to side. With her shorn skipper, the purring cat, and all their belongings, they are sailing west to Australia then later to Africa, then America, then to San Francisco—the best of all harbors in the world!

But first non stop to Australia! Big challenge! Will I be able to do this? Will the boat, the sails, the equipment? Will I? Or will the seducing charm of the Pacific Islands, hulagirls, and lagoons ruin this bold dream? According to all references nobody did it non-stop. They were smart enough to stop on one of the endless islets for a night, or forever.

Who knows, maybe I will be also smart enough to do so. Maybe the next "Challenger" will be written under the shadow of a palm tree and a Polynesian beauty next to me, announcing: "Dear Readers: I quit, I am not sailing anywhere, I am absolutely happy. Hell with Equatorial tyrrany!"

andrew urbanczyk

to survive do not fall overboard, don't drop your sextant, and keep the spinnaker flying. This is navigation when sailing a small sailboat on an ocean!

Several months ago during a cocktail party before my movie presentation, one handsome gentleman in a uniform with more gold on its sleeves than I saw in my whole life, stopped next to me and navigating a cherry in his manhattan drink, said with a kind of a grin on his noble face: "So you are navigator, too?" "Well," I answered, "I don't know if I am a navigator too, but if you are asking if I am a navigator, my answer is, Yes, I am."

The crowd became more dense just like clouds before oncoming storm. The Admiral, or maybe even a Lieutenant — I am not too strong in Navy ranks — asked again: "Tell me, what is your biggest problem during your astronavigation procedure; the

# THE ELECTRONIC SEXTANT (ALMOST)

As if by magic, shortly after Andrew's plea for an electronic sextant, we received a solution. Bob Perdriau works for Hewlett-Packard and sails out of Coyote Point YC. You may remember he was the fellow who figured out how to score the 1982 Sunfish Worlds at CPYC by using a computer. Now he's turned his sights on navigation and following are his thoughts on the subject.

Given the proliferation of high-tech Loran and satellite navigation receivers on the market these days, one hardly expects a new development which improves the venerable

sextant to any extent. Nonetheless, this is exactly what a new "Time Module" for the HP 41C makes possible. The device includes a clock, stopwatch, calendar, and a number of programs which allow the 41C to access the time and date for use in navigation calculations.

The Time Module is smaller than a book of matches and plugs directly in to the 41C. Each time you set it, the error which has accumulated from the previous setting is automatically computed and the clock rate is adjusted to compensate for it. This self-calibrat-

# **ELECTRONIC SEXTANT**



The electronic sextant, almost.

ing technique minimizes the errors which are found in any time keeping device. The manufacturer doesn't specify it, but the Time Module appears to deviate less than a second from UTC over the period of a month. It consumes a miniscule amount of power and continues to run even when the computer is turned off. The result is a very accurate chronometer.

I have mounted a 41C, with a Time Module and Nav Pak installed, to a Davis Mark 25 sextant. The clamp used is intended to prevent two electric cords from separating under tension, and you can get it at a hardware store. Simple modifications are necessary to mount the clamp to the sextant [see diagram].

In use, a simple program will allow the 41C to record the time and date at the push of a key and to pass this information to any sight reduction program you happen to be using. In effect, you have what can almost be called an "Electronic Sight Reduction Sextant". At precisely the moment that a body is brought to the horizon, you push a key on the 41C and record the time and date while you are still observing the body through the telescope. It is not necessary to shout "Mark" to an assistant or to estimate how much time elapsed while you looked at your watch. The

next step is to lower the sextant and type in the sextant reading in response to a program prompt. There is no need for pencil and paper. In fact, the program can be arranged to save all of the raw data (times and sextant readings) associated with a sight, resulting in an "electronic notebook". The data can be recalled and recorded in the log at your leisure rather than in the middle of taking sights. Retaining and logging the original data provides a permanent record of the voyage and allows you to re-check any sight which may be in doubt. The computer is also capable of automatically reducing a sight. In the process, it can convert Zone Time to Greenwich Time, change the date if necessary, and generally insure that any chance of computational error is minimized.

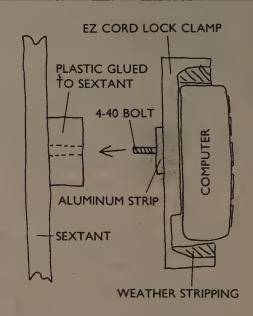
The "Time Module" also provides a good illustration of the old maxim that the whole is greater than the sum of its parts. For example, suppose that you take a single sight of a celestial body. How do you know what the quality of that sight is? Was the boat rising or falling when you took the sight? Did you shoot the top of a wave instead of the true horizon?

A common navigation practice involves taking a number of sights of a single body and plotting the results. If the body is not in transit, its actual path across the sky during the short time required to take the sights can be closely approximated by a straight line.

You place a straight edge on the paper and position it to give a "best fit" to the sights you have taken. You then pick a sight which is close to the line for reduction.

Plotting sights is time consuming and difficult on a small boat at sea. The computer, however, can use a technique called linear regression analysis to accomplish the same result in seconds. The term is very useful for impressing your friends at the bar. Actually, it is a common and simple calculation and an example is provided in the manual which comes with the 41C. The result is exactly the same as drawing a line through your sights. Thanks to the Time Module, all the data needed is available and the process of picking the best sight can be done automatically by the computer. You simply take a number of sights in succession, tell the computer you are done, and read the result.

There is another benefit. The program will compute a number called "goodness of fit" You now have two neat terms to throw around. Actually, "goodness of fit" is just a measure of how well your observations fell in a straight line. A perfect series of sights results in a 1. The smaller the number, the more scatter there is in your data. If you get a number less than about 0.8 you should be a



Bringing old and new technologies together.

bit sceptical of the accuracy of your position.

By the way, none of this is intended to imply that a computer is a panacea for all the problems of celestial navigation. It can be a useful tool, but it cannot make up for poor technique.

bob perdriau

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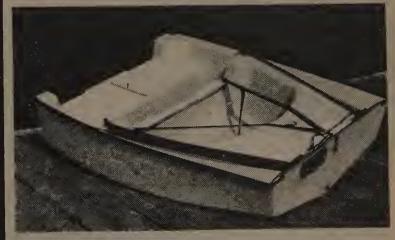
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According to Sue Abbott, commodore of the Master Mariners Benevolent Association and one of the organizers of the 1983 Master Mariners race on May 29, the big news about this year's contest was the lack of news. "There were no protests filed and no reported collisions," she says with some relief. "I was delighted at how smoothly it went. Even the party afterwards was relatively quiet. I think everywhich were either designed or built prior to World War II, are taking after their varnished beauties and mellowing a bit with age.

In true San Francisco Bay fashion, the sun shone and the westerlies blew for this year's race. Over 100 boats started in reverse order sequence off the City Front, crisscrossing the Bay in a series of reaches which eventually led them to the finish line east of



Rich Cogswell, owner of Gaff III winner Adelaide.

land Estuary to Encinal YC for the awards dinner.

Gary Rice, sailing the 30 Square Meter Vim, a 43' sloop, didn't attend the banquet, figuring he had been too heavily handicapped to win anything. His time penalty has increased since 1981 when he was first in class and had the best overall time. Last year he was third in class. This year he dropped to eighth, but he still managed to record the fastest time for a marconi rig, an unexpected but welcomed honor.

The winner of



Santana, the 55-ft S&S yawl, with her bonnets flying

one was just tired out from having such a good time."

Given the raucous past of the MMBA, which has included spectacular collisions on the water and riotous parties onshore, this lack of pandemonium is indeed noteworthy. Perhaps the owners and crews who pilot these craft, all of

Treasure Island. From there they proceeded up the Oak-



Above, Dandy, a 23-ft gaff yawl. Right, cockpit action aboard Delaware Dolly, a 40-ft ketch.

Vim's Marconi I division (there were a total of nine divisions) was Syrinx, a 40-footer owned by Steve and June Jones of Sausalito. This was their first MM race, even though they've owned the boat for over

six years. When
Steve saw the strongly built, well maintained "Gauntlet"
type yacht in its
native England, one
of his first thoughts
was: "She'll really
kick ass in the Master
Mariners". After
cruising in the Caribbean and on the East
Coast, they trucked





her west and found out that was indeed the case. They even sailed with Egyptian cotton sails, including spinnaker, genoa and a sail Steve swears is a pre-IOR blooper!

Syrinx was just one

Shearwater cuts a frothy wake, left.



of three division winners from Sausalito's Pier 3, the other two being Paul Hartnett's 34-ft Duyong in the Marconi III class and Rick Cogswell's 24-ft Adelaide in the Gaff III division. Adelaide has taken her class

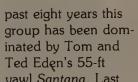




Odyssey with her borrowed IOR chute leads the more tradtionally attired Santana.

five times since 1975. It took Rick the five years before that to rebuild the boat, which had served many years as a power fishing launch. Rick turned her into an all out sail racing machine. A friend now describes Adelaide as a "highly developed form of a slightly obsolete concept". For example, she has a reaching strut for her spinnaker.

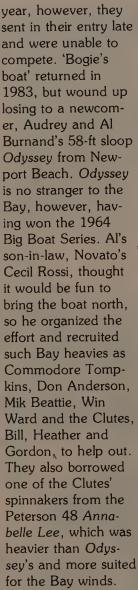
The gueens of the Master Mariners race are always the retired ocean racers. For the past eight years this group has been dominated by Tom and Ted Eden's 55-ft yawl Santana. Last



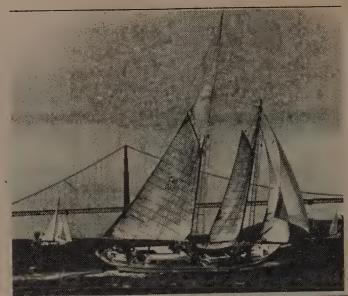


Old boat, modern technique.

at Pt. Blunt. After rounding Harding Rock the Edens' boat



Santana didn't succumb without a fight. Odyssev kept closing and finally caught her





suffered an hourglass spinnaker wrap and trailed at the finish by 16 seconds. The previous day, May 28th,

Far above, Spike Africa. Above, Minots Light pursues Xanadu.

these same two boats had met in a match race series, which Santana won handily, taking a bit of the sting out of Sunday's loss.

While many master mariners consider their annual day on the Bay a chance to party, the element of competition is not



32-ft gaff sloop and Flirt, Peter Deragon's 30-ft marconi sloop, both out of Sausalito. These two beauties are 98 and 69 years old respectively and are sometimes mistaken for each other due to their rounded

Steve and June Jones, owners of Marconi I winner Syrinx.

house design forward. Freda, however, is bigger and her gaff rig gives her more sail area.

Jerry and Diane used to own Flirt, and are good friends of Peter. While the two sail in different divisions in the MM race, they both were scheduled to cross

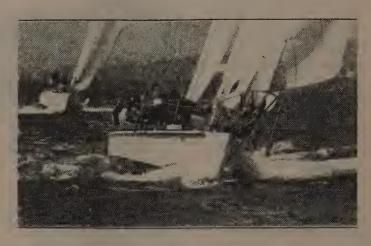


but Freda had tardy crew problems and arrived late. She kept getting closer and closer. At Southampton Shoal they rounded only 150 yards behind with the finish in sight. Peter was determined to hold them off and luffed Freda up as she got closer, but couldn't hold her back when they squared away for the finish.

Gary Rice, owner of the fastest marconi in the fleet, the 30 square meter Vim.



When Flirt hit the dock at Encinal, who was there to greet her but the builder, Ralph Flowers. He was all of 14 years old when he and William Lund put her together in a Vallejo backyard. Advised as to what had happened out on the race course, Ralph said the solution was



Below, **Spike Africa** dips her rail. Above right, boiling to the finish.

easy. Instead of shaking out the reef as Peter had done on the final leg (hoping to go faster in the



30-knot gusts), he should have kept it in and sailed the boat more upright. That's faster, said Ralph. At the age of 83 you're entitled to know a few things like that!

In addition to organizing this year's race and enjoying its continued success, Commodore Abbott also rejoiced in being able to compete in her beloved 34-ft marconi cutter Suds again. Two years ago



Happy days are here again! . . .

Suds tangled with the 50-ft schooner Brigadoon, owned by Terry Klaus, and suffered considerable damage. Last year Sue was unable to get insurance and had to forego the race, but she persisted and eventually prevailed. At mark rounding and portstarboard crossings she was more than willing to grant room to anyone and everyone who needed some. Afterwards she saw Klaus at the party and the two just

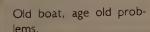
grinned at each other.

So yet another Master Mariners race is in the books. For those who can't wait for next year,



though, there will be a less formal event on July 23rd and 24th. Saturday features a fun race from Southampton to Alcatraz to Treasure Island with a raft up that night. On Sunday there will be an "Iron Man" race. We suppose Iron Women can compete, too, but to find out more you'll have to call Mike McQueen at 838-9252 (eves). Also, if you want to join the MMBA, drop a note to Sue Abbott at 1524 California St., San Francisco, CA 94109.

- lat. 38 - suc



For Complete Results
See Next Page



# MASTER MARINERS RESULTS

(Provided by Master Mariners Benevolent Association)

VESSEL	OWNER `	FINISH	ELAPSED				
	MARCONII			,	<b>∨GAFF</b> I		
Syrinx	S&J Jones	15:17:05	2-25-05	Taurua	P. Haywood	15:33:32	2-37-32
Deiaware Doily	D. Sanders	15:17:48	2-36-48	Spike Africa	R. Sloan	15:42:48	2-29-48
Pajara Pajara	W. Moore	15:22:18	2-19-18	Brigadoon	T. Klaus	15:52:22	2-43-22
Anacapa	G. Kina	15:25:37	2-22-37	Seafarer	F. Waters	16:23:48	3-34-48
Contenta	C. Levdar	15:26:30	2-23-30	Felicidad	J. Peters	no time	
Camarada	A. Swisher	15:26:44	2-48-44		0.455.11		
Coriolis	D&S Adkins	15:27:14	2-24-14		GAFF II		
Vim	G. Rice	15:30:50	2-17-50	Orn	L. Schoenberger	15:20:01	2-45-01
Felicity	N. Rayborn	15:40:20	2-37-20	Quest	P. Kruse	15:31:33	2-50-33
Rusa	Rusa Partnership	15:43:19	2-40-19	Bimi	L. Willat	15:33:09	2-41-05
Danzante	B. Herman	16:20:02	3-17-02	Briar Rose	J. Ough	15:38:10	3-11-10
DNS/DNF: De	butant, Cavu, Adastra, Jai	va Head, Tond	eiayo	Builfrog	M. Rogerson	15:55:16	3-28-16
	•			Freda	J&D Brenden	15:59:38	3-24-38
	MARCONI II			Grampa	T. List	16:14:49	3-36-49
0-1461	B. Westrate	15:10:59	2-39-59	Anjuna	P. Fernandez	16:31:49	3-53-49
Saitflower	J&P Gardner	15:25:05	2-44-05	DNSiDNF: Erica,	Windspirit, Anna Maria,	Spray, Gaiatea	(disputed)
ingwe Patience	E&P Gibson	15:25:14	2-29-14	· ·			
Misty	Hansen Family	15:25:14	2-29-14		GAFF III		
Genli	H. Pratt	15:26:15	2-38-15	A detetal	R. Cogswell	14:58:05	2-31-05
Nautigai	C. Corson III	15:28:40	2-22-40	Adeiaide Renegade	P&B Reiss	15:07:32	2-40-32
Jinker	Walters/Carlson	15:37:31	2-24-31	Dandy	C. Langston	15:24:05	3-04-05
Lahiia	E.P. Halley	15:45:31	2-49-31	Kittysark	A. Collier	15:24:05	3-01-05
Karoline	J. Young	15:45:31	2-49-31	Paddy West	M&S Proudfoot	15:26:44	3-03-44
High Trim	G&T. Lundin	15:46:28	2-54-28	Mary Francis	R. Sailor	15:27:51	3-00-51
Suzy Q	W. Hanson	16:24:00	3-21-00	Reunion	M. Stober	15:27:28	2-58-28
	DNS/DNF: Miss Crum	pet		Pilgrim	H. Griffus	15:49:46	3-08-46
				Diana Doliar	Kuleto/Olwyler	16:01:12	3-41-12
	MARCONI III				7 (E) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A		200 F. C. W. T.
Duyong	P. Hartnett	15:15:34	2-30-34	the same and the s		100	
Sea Fury	R. Kuns	15:16:25	2-35-25			A	
Eciipse	R&M Biller	15:18:40	2-33-40				
Pampero	W. Owen	15:20:28	2-49-28			1 27	
Mickey	F. Court	15:20:45	2-39-45			Anna San San San San San San San San San	7 / 6
Suds	S. Abbott	15:21:50	2-43-50	Supplemental Commence			<b>A</b>
Wanderbird	B. Martinie	15:26:00	2-48-00		A Comment of the Comm		- 18 A
Aeolus	W. Rickman	15:32:35	2-40-35	and the second s		90000000000000000000000000000000000000	
Viator	T. Davis	15:34:21	2-56-21				

15:35:32

15:39:08

15:46:15

15:47:02

15:50:40

15:59:52

16:25:45

16:26:39

16:33:09

2-57-32

3-08-08

3-08-15

3-20-02

3-09-40

3-24-52

3-55-45

4-03-29

3-55-09

Commodore Tompkins and his familiar hat at the helm of Odyssey.

### **OCEAN RACER I**

Odyssey*	A. Burnand	15:48:13	2-20-13
Santana	T&T Eden	15:48:29	2-23-39
Dorade	R. Keefe	15:52:46	2-23-46
Xanadu	D. Mills	15:55:36	2-39-36
Swift	US Navy/G. Bott	16:05:54	3-02-54
Shearwater	T. Donnelly	16:08:21	2-43-21
Sally	D. Campion	16:11:48	2-43-48
	DNS/DNF: Evening S	tar	

OC	EAN RACER II		
Vaiencia	J. Schultz	15:56:12	3-04-12
Mistress il	F. Searles	15:57:14	2-54-15
Minots Light	B. Torvick	16:03:32	2-50-32
Chorus	P. English	16:06:36	2-57-36
Taaroa	Hansen/Lewitz	16:08:39	3-05-39
Stormy	M. Douglas	16:11:15	3-26-15
Cedaiion	K. Limbach	16:20:49	3-11-49
Wendy Ann	J. Simon	16:24:25	3-15-25
	DNS/DNE- Duffin		

IA	1	¥1	10	U	14	ш	V

M. Alderucci

Larsen/Baker

T&D Marcin

P. Deragon

Hines/Gulko

**DNF:** Aihena

G. Weinholz, Jr.

J. Leach

A. Gross

J. Boise

**Phoenix** 

Taiofa

Nena

Tarus

Aura

Sundowner

Fiirt

Moonlight Bay Dark Star

IV.	MANCONTIV		
Can-Can	K. Cleek	14:49:19	2-26-19
Vim	S. Gann	14:49:21	2-22-21
Vandai	J. Tyer	14:49:26	2-22-26
Tar Baby	M&G McQueen	14:55:46	2-24-46
Emily	W. Garvie	15:03:04	2-40-04
Chimera	W. Belmont	15:04:25	2-33-25
Svenska Fiicka	J. Moon	15:15:55	2-44-55
Windrush	R. Homestead	15:23:45	2-52-45
Patience	R. Cleek	15:23:59	2-56-59
Aida	W. Knox	15:28:24	3-01-24
Pisces	K. Eichstaedt	15:29:45	3-02-45
Honaiee	Davis/Hampton	15:48:39	3-13-39
Madbear	Madigan/Broadbear	16:06:49	3-43-49
Squali	R. Bergstrom	16:38:31	4-18-31
Sweet Pea	M. Halprin	16:42:48	4-22-48

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### THE LATITUDE 38 INTERVIEW

# WARWICK "COMMODORE" TOMPKINS

If there's a guy alive today who has done it all in sailing, it would have to be 51-year old Warwick "Commodore" Tompkins of Mill Valley. He was just a few weeks old when he first went to sea, crossed the Atlantic 13 times before he was six, and rounded Cape Horn before he was ten. And that was just the beginning.

Tompkins was the first west coast sailor to participate in modern America's Cup eliminations, he's raced a number of SORC's, several Admiral's Cups, TransPacs, and untold Mexican races. He's done Tahiti Races, all the Pan Am Clipper Cups, and numerous St. Francis Big Boat Şeries.

Commodore has won the North American Six-Meter Championships and has been part of almost all the victorious American-Australian Cup challenges. He did an Olympic campaign with a Soling, was Huey Long's man on Ondine when the French chartered the boat for a shot at the TransAtlantic Record. He has delivered boats all over the globe, and was a charter captain in the Virgin Islands. He even helped build the barge for the movie Return of the Jedi.

Commodore's lived through all the boat building materials; wood, then fiberglass, aluminum and now the composites. Tom Wylie credits him with the invention of the satellite winch arrangement at the base of the mast now found on all racing and many cruising boats. Commodore had a big hand in the concept and design of Dave Allen's Improbable, one of the first boats to make use of lightweight construction. And beyond that he's been a mentor to a whole host of local sailors who have gone on to be bright lights in the sailing world.

Typical of his lifestyle, in the end of June Commodore left for New Zealand to deliver a Farr 38 to Tahiti for a Tiburon client. When he's finished with that delivery, it's back to New Zealand to pick up a Farr 55 for delivery to San Francisco —hopefully by way of Easter, Pitcairn, and the Galapagos Islands. Commodore doesn't imagine he'll be seeing his wife and daughter again until November or December.

With so much water under his bottom, there's no way we could get an entire interview into just one month. Therefore we give you just Part I, of Latitude 38's interview with Commodore Tompkins.

38: How did you get the name Commodore?

Commodore: There's a chest in my daughter's bedroom now, the topdrawer of which used to be my crib on Wanderbird. Somebody came aboard to look through the schooner one day, and everybody on the boat was introduced by his title: cook, steward, and so forth. When they got to the master cabin I was asleep in the top drawer, and this person said, "I suppose this is the Commodore?" Since my name was the same as my Father's the nickname stuck.

**38:** In light of all the destruction this winter, we thought we'd pick your mind for some advice on keeping sailors out of trouble. How do they do that?

**Commodore:** My friend Bob Derektor [renowned East Coast sailor and boatbuilder] said years ago, "You can't beat brains". In other words, no amount of experience is ever going to be a substitute for thinking about situations and thinking about them clearly.

The other thing is — you remember when Hayakawa was running for Senate? His opponent just couldn't resist the temptation to refer to Hayakawa's age. Hayakawa, a kind of hero of mine in the sense that he's a thoughtful and articulate person, responded wonderfully: "There is no shortcut to experience." [Laughter].

So if you intend to be secure on the boat and to avoid a lot of pit-

falls, you have to blend intelligence with experience.

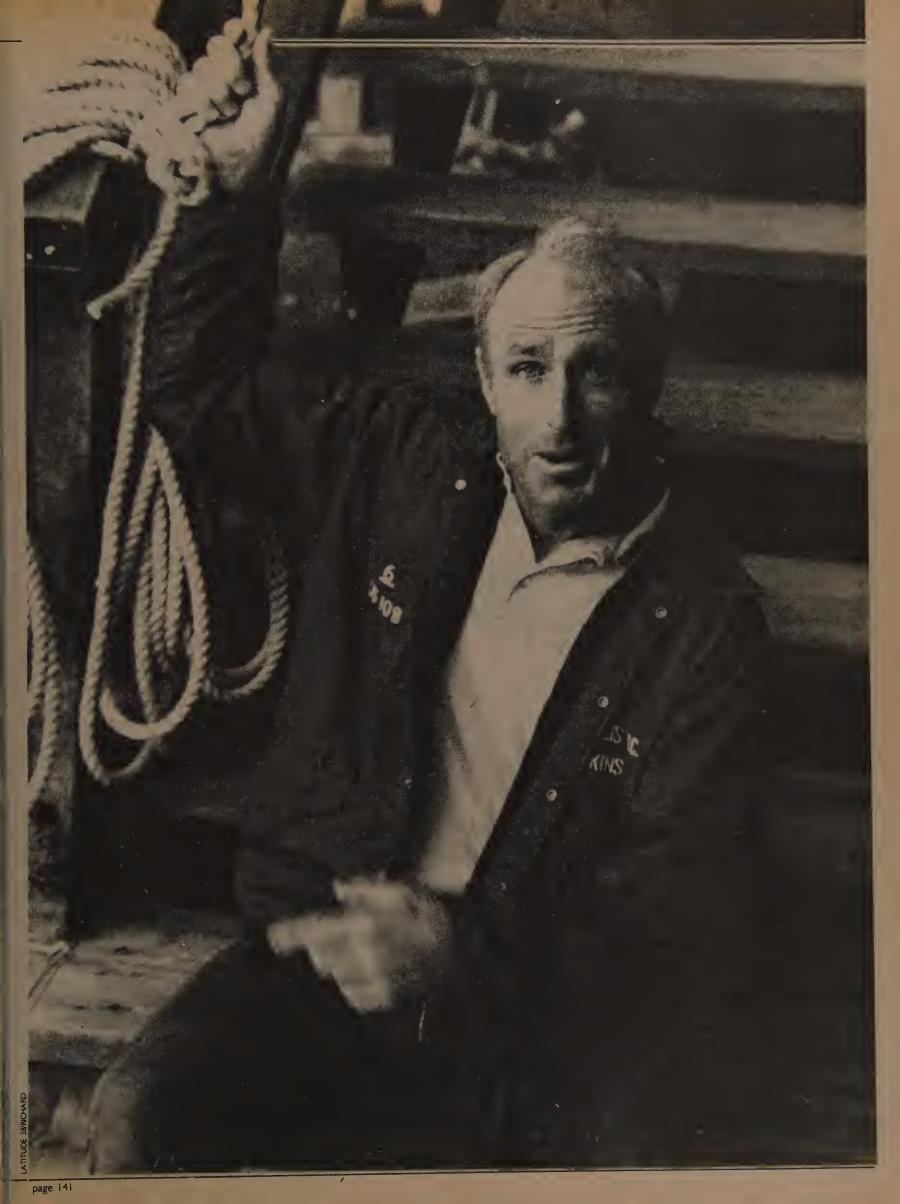
**38:** Security on a boat is an interesting concept. In the sailing we've done, we don't imagine we've been in 35 or more knots of wind more than a handful of times. And never in a really bad sea. Because we've never really gone through bad weather, we don't feel as comfortable on the ocean as we'd like. There's always an uncertain "what if" feeling in the pit of our stomach.

**Commodore:** There are a lot of people who feel that way, and you've identified the reason for it. And it changes your whole feeling about being on a boat.

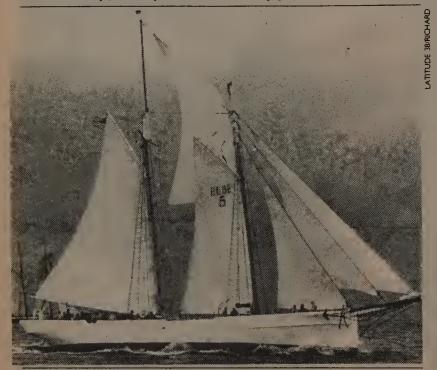
When you do get comfortable with a boat — like I was with Zamazaan, for example — it's one of life's great joys. You just have this marvelous confidence. You don't care which direction the wind blows, and you don't care how hard it blows. It's an enviable feeling.

Once a couple of friends of mine and I started to deliver Vamoose from Bob Derektor's yard — he owned the boat with Ted Turner — in New York to the Circuit in Florida. When we took it out the East River to leave New York, it was probably blowing 35 out of the northwest — which means it's cold and clear in New York. There was ice in the river. They were scary conditions, a storm really, but [Laughter] we loved it. It was a wonderful thing!

38: Who was with you?



**Commodore:** Dave Wahle and Peter Salz. Having a knowledgeable crew — that knew how to reduce sail, to steer, to read navigation lights — having a crew like that made all the difference in the world. We weren't looking forward to spending such a night at sea — and it turns out we didn't have to because of an engine problem — but we could have and it would have been allright. So even though we had to stop, the experience was a very positive one.



Wanderbird, Commodore's home from two weeks to 24 years.

Subsequently coming home on the same boat with just two of us aboard, we ended up sailing eastbound down the river, gybing the spinnaker back and forth, dodging all the tugs and their tows. It was wonderful. We could look up all the city streets and see the congested traffic, the girls walking their dogs down the waterfront. It was a marvelous experience, and I was induced to think that the owner really couldn't enjoy his boat that way.

38: Because he didn't have the time?

**Commodore:** Because he didn't know how to sail it! And we weren't doing anything which was extraordinary, just enjoying the boat.

So putting all these experiences back to back, you change the quality of the vessel by changing yourself. I guess that's true with any relationship.

**38:** Let's go back a little bit. You were born on the schooner Wanderbird, right?

**Commodore:** No, that's not really true. I was born in Boston and moved aboard the schooner when I was several weeks old. And the schooner sailed for Europe not long after.

I had thirteen trips across the Atlantic. I guess six round trips — I don't know how we ended up with the odd number though, because we started in the United States and ended up here. [Laughter]. But thirteen is what my father always used to tell me. The last passage on Wanderbird was to Tangier, before ultimately coming around Cape Horn to San Francisco.

**38:** The trip about Cape Horn was the one during which the movie was made.

Commodore: Yes, 50° South to 50° South.

**38:** We've seen the movie several times and always enjoyed it. Wasn't there a scene in there when you — at what appeared to be

about age five — were sliding down the forestay?

**Commodore:** No. There's a sequence when I slide down the forevang. A vang in current terminology is something that attaches to the boom, but on *Wanderbird* I grew up knowing a vang as being attached to the peak of the gaff. There it controlled the peak of the gaff in a sideways direction to drag it up to windward and change the twist in the mainsail.

**38:** Be that as it may, we've often seen old photographs of people standing 40 or 50 feet in the air on the forestay of sailing ships. We thought you might explain how that was done. Or were the stays so thick that it wasn't a problem?

**Commodore:** Oh yes, the cables were enormous. The headstay on our boat was a little bit smaller around than my wrist. So you could definitely get a good grip on it.

**38:** After Wanderbird came around the Horn you lived in Sausalito for a while?

**Commodore:** We went around the Horn in '36-'37, sailing under the Golden Gate Bridge just after it was completed, I believe. Then we sailed back and forth to Honolulu, that was Dad's program.

38: You sailed to Honolulu and back a number of times?

**Commodore:** Yes, I can't remember how many. 1941 was the last passage, though. We used to sail to Hilo first, then down to Honolulu, and then from Honolulu home.

38: How old were you during these times?

**Commodore:** When we stopped sailing in 1941 I guess I was nine.

38: Do you remember much of it?

**Commodore:** Very little, very little unfortunately. There are some spectacular things I do remember, though. Some magnificent phosphorescence in Hilo, playing in the bowsprit netting, things like that.

I do remember that I was never restricted on the schooner — at least my sense of being restricted was always minimal. I used to like to play in the bowsprit netting, and watch and hear the bow meet the waves. If you go down and see *Wanderbird* in Sausalito now, you can see how the bow is flared, and being inside the headsails you got a nice echo there. In the hot weather I always used to like trying to touch the water from this netting. My technique was to hang from one of the ropes and try and get my feet in the bow wave. This was when the boat was sailing along at seven or eight knots.

My father would enjoy the same scene by leaning on the rail and watching me play. One time I was hanging on with two hands trying to touch the water with my feet, and I couldn't quite reach it, so I let go with one hand. [Laughter]. In one of the few times I can remember, my father took exception to that. He told me he didn't think hanging on with just one hand was such a good idea. He didn't come out to get me, though.

**38:** During these times who was on the boat? Your sister, and who else?

**Commodore:** My sister, my mother, one paid hand, and my father. It was kind of a summer camp. As far as I know my father invented the charter game as we now know it. The system was he'd lecture around the country and get young people from college for the trips.

**38:** So there would be other people on the boat, too?

**Commodore:** Oh yes. The maximum she ever sailed with was 21. Normally the crew would be 13, something like that.

**38:** Back in the years when you were sailing to Honolulu and Tahiti, there was significantly less recreational boating then there is now, correct?

Commodore: Oh yes, maybe 10% of what there is now.

38: Maybe 15 or 20 boats a year putting into Honolulu from the

mainland?

**Commodore:** Something like that. Less even. The races were the really big thing. The Tahiti Race and the TransPac to Honolulu.

38: So what did you do after you were nine?

Commodore: When I was nine Hitler and Tojo attacked, and we went to war. This was the year we sailed back from Tahiti, via Honolulu. The schooner then got laid up in Sausalito for a variety of reasons. My father became a left-winger, a Marxist, in the best possible way. That is to say he'd seen some good offshoots of the Soviet thing. He did the basic reading and became a left-winger. This very much tempered his interest in sailing, because he began to see himself as an escapist.

So anyway my father stopped sailing both because the war made it impractical, and because of a lack of interest on his part. So Wander-

bird just lay in Sausalito.

38: The town must have been really different from what it is today.

**Commodore:** It was. I can *vividly* remember going up into downtown Sausalito to a drugstore which is on what now is Princess Street. There I would borrow a comic book from the magazine rack and I read it sitting with my feet in the gutter. It was a quiet lovely town. Tourism was not a big thing then.

38: Were there many pleasure boats then?

**Commodore:** The main harbor was being built. You may not know that Herb Madden captured the remnants of a big log raft which was southbound outside the Gate. The wood from that was used to build the Sausalito Yacht Harbor.

38: Now we seem to remember something like that.

**Commodore:** That's how they used to transport timber in those days, towing it down the coast in giant rafts — offshore! A huge raft broke up in a storm, so Herb apparently put out the word that he'd pay 50 cents a pile or something like that. So the fisherman all towed in these piles. It was a good way of both making money and cleaning up the ocean.

So Herb was building the harbor about that time, and Wanderbird was used partially as a breakwater for it. That was one of the things that helped destroy her stern. She lay in Sausalito all during the war, and was my home until I was 24, which was 1946.

38: Did you do much sailing in smaller boats on the Bay back

then?

Commodore: Well, one day a guy named Bill Newman came over to Wanderbird carrying an oil lantern. He was sleeping on his nearby 18-foot sloop, just a little V-bottom boat. He came over and said, "I've read your book, and I'd like to meet you people." He's a doctor's son, very bright, currently with Scripps Institute I believe. We became very good friends and I sailed with him a lot.

He was, because of his father's and his own predelictions, scientifically orientated. So we did a lot of experimenting with jib topsails, mastheads, all that kind of stuff. So I sailed with him a lot for three or four years, and did a lot of work and maintenance on the boat. We did a lot of sailing, racing every race on the Bay and cruising up the river.

38: How many races were there back then in San Francisco — we're trying to get a feel for what it was like before the advent of fiberglass boats.

Commodore: There was the regular YRA season, maybe eight to ten races. Frankly I can't remember how many boats raced. From a very early age I was in that group which focused on the boat during the race, the spectacle was not something I payed attention to. I found that in a given fleet of one-design sailors, the ones marvelling at how beautiful the bridge was that day would not be in the top rank.

Richard, the reason my father's political persuasion is of interest in my development more than most parents, is that he was involved in

something that was basically a rich man's sport. And he . . . well, I'm not prepared at this time to say his ideas — where exploitation is concerned — are wrong. I mean it definitely made sense to me then and still does now, that a person hires another person because he gets more out of him than the guy gets back. So in my opinion there is some truth to the Marxist idea about exploitation.

Whether or not that's true, my feelings about it have colored my

# When you do get comfortable with a boat, like I was with Zamazaan, it's one of life's great joys.

whole experience. So my father did two things to me; he gave me a basic belief that made it difficult for me to get rich. Very difficult. As you know, you don't make much money working for yourself. And secondly, he imbued me with great enthusiasm for something — sailing — that requires great wealth.

38: That's a terrible dilemma.

Commodore: A real bind. I realized it when I was young, like 14 or 15. My solution to that problem — because I wanted to voyage, to cruise, to sail without exploiting people — was to polish my sailing skills and become an expert at it. So I made a conscious decision when I was young to sail as many different types of boats as I could and learn on the water, to sail as an occupation.

Gary Mull, with whom I just spoke on the phone, was with me then. In fact we parted ways in terms of our training; he went to school. I remember asking him why he was working so hard at the time, saying, "What do you want to be, a \$35,000 a year man? The richest guy in the graveyard?" He replied, "I want to make a lot more money than that." I remember him saying that. And he also said — correctly — that one day he'd be giving me orders how to do things. Which is true, it's worked out that way.

**38:** Your father must have been an extraordinarily powerful figure?

Commodore: Very. Very dynamic man. And he remained so almost until he died. He accelerated his death because he was dying of cancer. The doctors were trying to nurse him along, and he didn't want to be that way, so he stopped eating. I saw his nurse the day before he died and she said, "Your father must have been a hell of a man." I asked, "What makes you say that?" She told me when it was time for his pain-killer, she said, "Mr. Tomkins, it's time for your shot, roll over." And he replied, "Young woman, I'm giving the orders around here." He was 76 then. He didn't get his shot for another six hours, until he could finally take it no more. But she was impressed with his fiber at that time, and he was already 3/4's dead. So yes, he was a dynamic guy, he really was.

And he was an artist, photographer, writer, lecturer, as well as a sailor. But mainly he was a thinker and a student. One of the interesting things about him was that he did not die a Marxist. He sat at this very table and said to my sister — after she'd come back from five years in China — "I think you should know that I no longer consider myself a Marxist".

**38:** How did your sister go to China? As an offshoot of your father's political beliefs?

**Commodore:** Sure. She only had a couple of choices. She could tag along and be a sailor and athletic, but she didn't want to do that. Or she could opt for all of my father's political activities at the time





which, consciously or unconsciously, probably seemed the easy way at the time. This is my personal view, and has not been corroborated by therapy or psychiatrists or anything. But I think she went for parental satisfaction in the political sphere.

I, on the other hand, consciously or unconsciously, went for the sailing thing. My father was a worldwide figure in sailing, although I'd never given that a second thought because he was just my father. But

There was a girl riding a bicycle down the quay in Tahiti, her jet black hair was probably five feet long, streaming behind her.

I remember vividly saying, "I can't wait for my father to die so I can have the schooner."

38: Is that right?

**Commodore:** Yes. [Laughs]. I would say it all the time and Dad would laugh. I really wanted to sail the schooner. I was very, very excited by it.

38: Getting back to the time you and Gary were 20 . . .

Commodore: I was 20 and Mull was 18.

**38:** What names were familiar on the Bay at this time of your career?

Commodore: Myron Spaulding, Pete Fromhagen . . .

Myron Spaulding has been, and is, a major feature in my life. He's a wonderful guy. You could write volumes about Myron. He's a deep thinker, and a guy who believes in pulling yourself up by your own bootstraps. He's got Depression stories about playing his violin in the pit of the orchestra in the silent movies — wonderful stuff!

But anyway I sailed with Myron a lot, and he was the most influential person in my career. Beyond any question.

38: What boats of his were you sailing on?

**Commodore:** Heather . . . a couple of different designs. Myron's never designed a failure, the only designer I know that's true of. He made very few boats, though. The boat I started sailing on was Bouyant Girl, a 36 or 37-ft boat of his.

Myron used to have a wonderful photograph on his wall showing four or five of his designs crossing the starting line with just one Sparkman & Stephens design. That must have just tickled him. I was too young to appreciate it at the time, but the implication of his designs outnumbering S&S designs was clear.

So Bouyant Girl was one, Chrysopyle was another, and of course Suomi was the disaster, lost with all hands. Suomi was sunk while Chrysopyle was under construction. Chrysopyle was being built for Henry Miggs as I understand it, it was Myron's last major design. It was in construction at Myron's current shop in Sausalito, when Miggs decided that boat couldn't be finished in time for the race, so he went to Southern California and bought Suomi.

38: Where and how was Suomi lost?

**Commodore:** Off Santa Barbara somewhere, maybe Conception, I'm not sure exactly. She was rammed by a ship and sunk, and all hands were lost.

So I sailed with Myron and I sailed with Pete Fromhagen a lot. He must have been 30 or 25 back then.

**38:** You made your commitment to a career of sailing around 20. When did you start sailing nationally and internationally?

**Commodore:** I made the commitment when I was about 15.

**38:** To doing — well what do you call what you do? What does

your business card say?

**Commodore:** I'll get you one. It says, [Laughter] Sailing Yacht Service . . . consultation, instruction, rigging, commissioning, and délivering.

**38:** But after you left *Wanderbird* you went to college for a while? **Commodore:** Reed College, and failed after the second year. That was a bad thing to do because the Korean War was on, and if you weren't in college you didn't get a deferment. So I spent some time in the Army at Fort Ord. After a while my political past caught up with me — that's another very interesting story. They mustered me out with an undesirable discharge. They were tough times, tough times politically. Most of the public is not aware of it, but it's something to remember if you read the *Winds* of *War*. All that stuff about Hilter's Germany is very possible.

Subsequent to the Army I went to Southern California and decided that sailing was an anachronism and that I should make a living in the 'real' world. After trying a few things a therapist suggested that if I liked sailing and could make a living at it, it would be foolish to give it up. So I stayed with sailing.

I first wound up working in a rigging loft, Pacific Wire Rope in Los Angeles, which I think is still going. They were re-rigging *Tavega*, which was very instructive. The guy taught me to think and to work in a fashion with which I was not acquainted. He was from the old school, but didn't know anything about rigging sailboats. So Omar Darr hired me to work on that boat.

**38:** Omar Darr — we just saw a picture of him from the South Pacific. Who is he?

**Commodore:** Oh, he's a famous schooner name. I had sailed with him when I was younger. He's still sailing around the South Pacific. A great character.

38: He owned Wanderer?

**Commodore:** He sailed her briefly, but he didn't own her. I sailed with Omar when he sailed his schooner *Nordless* up to British Columbia — he's got some lumber money. He married a beautiful Hawaiian girl, and I fell hopelessly in love with her when we were sailing together. But I was 16 at the time, and she was terribly old, perhaps 23 or 24. [Laughter].

Anyway I worked on *Tevega* with this guy at Pacific Wire Rope for awhile, and then quit to do a race to Mexico with Pete Fromhagen. This was on the little *Kialoa* which ultimately became Kilroy's boat. She was the original *Tasco*, a Sparkman & Stephens, built for Thomas Short of the St. Francis Yacht Club. We did the Acapulco Race and had a lot of fun. I can't remember how I got home that time, whether I brought the boat back or not. That was the first of seven races I did to Acapulco. [Laughter].

**38:** So this was the time that you started bringing boats back and doing deliveries?

**Commodore:** Just about that time. I sailed to Honolulu on *Kialoa* in 1955. I was taking time off from Pacific Wire Rope to do these things, and finally when I wanted to race to Tahiti they said, "Hey fella, [Laughter] shape up or ship out."

So I shipped out on Celebes, Jack Hedden's boat, for the 1956 Tahiti Race. Celebes was an Edson Shock ketch, 69-ft, freshly rigged by Kenny Watts and the guys. She had new sails — the first time I'd ever really seen powerful sails. Big jibs with the right shape and stuff. This was the revival of the 3571-mile Tahiti Race, won by a boat named Jada sailed by Eddie Fink and some guys. The preceeding race had been in 1932 or '33 something like that. [Editor's note: Actually there had been a three-boat Tahiti Race in 1953; the only one prior to that was 1925]. This one had Jada, Quest, Celebes, Novia del Mar — I think that's it. [Viveeka was also entered]. That's also the year I first met my wife in Tahiti.

#### commodore

**38:** Back then these were big, big boats — schooners and ketches? **Commodore:** Yes, they weren't very racy by today's standards. They were all made of wood [Laughter].

**38:** Was it very competitive or more of a "let's all sail to the same place at the same time" kind of deal?

**Commodore:** I can remember Paul deSilva, who used to sail on San Francisco Bay with an International One Design and was considered to be a pretty good racer. He was the other real 'adult' on Celebes. I can remember him pulling out his pipe, and tapping the tobacco into it. This is what he'd do when he came on watch — set himself comfortably against the back of the doghouse, and get his pipe going. That was the most important thing. That was racing to Tahiti!

Interestingly, none of the guys on the boat but myself understood about apparent wind. The difference between true wind and apparent wind and the boatspeed's affect on them. I remember it being a constant struggle all the way to Tahiti to teach these guys — and especially Paul deSilva — because there wasn't very much wind — about apparent wind. Celebes was big enough to have a decent turn of speed and you could play tricks with the apparent wind.

I knew how to do that, although I honestly don't know where I learned it. But these guys refused to believe it. [Laughter]. We'd get the boatspeed up to seven knots and they'd say, "Well of course we're going faster, you can feel it, there's more wind!" So I'd give them a demonstration how you'd drive the boat off and it would stop the wind and the boat. They'd say, "Well of course, there's no wind, obviously!"

But to get back to Paul lighting his pipe. He would say — and this is a direct quote, "Racing is only fast cruising." So that will give you some idea of the times. He had it right, that's the way it used to be.

38: These days when a yacht arrives in Tahiti it's just a yawn. Was it a much bigger deal back when you were first sailing there?

**Commodore:** No. [Laughter] Tahiti, as long as I've been alive, has been inured to the arrival of yachts. I think when the Bounty arrived, Captain Cook and those guys, then it was a big deal. But not any more [Laughter].

When I went down on Wanderbird in 1941 we were not allowed ashore for political reasons. And I can remember — you asked me how much of the Wanderbird days I can remember, this is one of the little cameo things I retained. I remember the awnings being rigged and standing on Wanderbird's deck, which was always cool and pleasant and secure because of the high bulwarks, and looking out across the anchorage. And there was a girl riding a bicycle down the quay, and her hair was probably four or five feet long, streaming out way behind her. It was jet black. I can remember that little scene so well.

I think the town was pretty nice then too, in contrast with the current Papeete where you pratically get run over by the Vespas. It's like Market Street in San Francisco. It's a madhouse. Last time I was there I counted 80 boats tied up along the quay.

38: Wasn't Gary Mull on Celebes also?

Commodore: Yes. He was a guy who decided to make his way in sailing. He did all the right things, he did the academics, he worked with Olin Stephens. But I had a lot to do with Gary's origins. [Laughter]. We were brutal to Gary, as young kids can be. We kidded the hell out of him because he said he wanted to be a yacht designer when he was on Celebes in that race to Tahiti.

I've still got some great photographs of him. You want a great picture! Oh ho! [Laughter] I've got a great shot of him for you. Gary's always been very original in many ways, and just before he went to Tahiti, he figured that combing his hair would be a pain. So he shaved his head. About four days out he was starting to grow fuzz on

the top of his head. He was on watch, and somebody came up as the sun was rising [Laughter] right behind Gary's head, with the result it looked like he had five day's growth of beard on top of his head. Somebody said to him, "Gary, you've got your head on upside down," [Laughter].

It was a hard time for Gary. He was in great shape from playing lots of football, but he was only 18 while I and the two other semi-

My father gave me a basic belief that made it difficult for me to get rich : . . and imbued me with a great enthusiasm for sailing.

adults were 24. We were all in pretty good shape, but Gary was in good shape too and impressed of his physical prowess. He felt that anyone 24 was definitely over the hill. [Laughter]. But he wasn't successful in proving it. For example he couldn't climb the rigging as fast as I could, he wasn't agile enough to overwhelm Al Nelson, who was another character. And he wasn't near as strong as Emil Patry. So there were some tough lessons.

**38:** Let's have a little aside here. What's the secret to climbing modern rigging. Can you still pull yourself up the shrouds by hand?

**Commodore:** I can still climb, but not anything like I used to be able to do. The secret is simply strong hands. Strength in the hands and the upper body and a relatively high power-to-weight ratio. You put ten pounds on around your middle and you're not going to climb near as well as you used to. If you lose ten percent of your strength you're not going to climb as well as you used to. My weight is the same as — or maybe a little less — when I was in grammar school.

38: Grammar school!?

Commodore: Grammar school.

38: You must have been pudgy in grammar school.

Commodore: No, I was strong. It was all muscle back then. It's not all muscle now, of course. But the trick in climbing is determination and a high power-to-weight ratio. Then you have to analyze the motion involved. If you climb up the rig and the rig lurches around, you have to know how not to get thrown off. You have to know how to lock your arms and legs together. The last thing, and this is very important, you have to husband your strength so you have some left for the trip back down. Because if you go up to the masthead to rheave a new halyard, and you just get up there, rheave it, and then fall off, you haven't got the job done. [Laughter].

**38:** So by the Celebes race to Tahiti you were working in sailing — pretty much doing what you're doing now?

Commodore: Well I sailed the South Pacific — the Iles Sous Les Vent — and came back on Celebes. We needed a cook and picked up Jan in Tahiti, who sailed home with us, which led a few years later to marriage.

38: The two of you met in Tahiti?

Commodore: Yes. Don't you remember her stories?

**38:** No

Commodore: Maybe she didn't send you those stories. I met her in Tahiti — she'd gone down there to meet the schooner *Idalia* — no, not *Idalia*, *Viveeka*. *Idalia* was the boat she was on that sank coming back from Hawaii, the one she wrote you about. A great story.

Viveeka used to belong to a guy named Robert Fraser, and Jan got associated with the hot shot on the boat. Well, first you've got to

#### interview:

imagine Jan. She has perfect skin, blue eyes, jet black hair, a very trim figure, and comes down to the dock in Berkeley each day to eat her lunch. So somebody picked up on all that [Laughter] and invited her to go to Tahiti, because he was going down for the yacht race. But in those days you couldn't get to Tahiti — there were no airplanes. So she fixed it so she could get down there; she paid her own way to go to Tahiti and join this boat *Viveeka*.

Anyway she was to meet this hot shot in Tahiti. Well one of the guys on *Celebes* said, "You know, you can't talk to these Tahitian girls, and besides [*Laughter*] there's about a 90% incidence of V.D. down here [*Laughter*]." So this guy went over when Jan's boat came in, and offered her a ride to her motel on a motor scooter. We all met her later, and eventually one thing led to another. She finally ended up sailing home with us on *Celebes*, not *Viveeka*.

Viveeka was a disaster. She was badly managed. People didn't know how to sail, and there was strife between the owners and the operators. It was bad, very bad. We watched that operation — in which Jan was a cheerful hard-working soul in a very bad situation. So we sort of helped her out.

Jan still makes a lot of jokes about that situation, because *Viveeka* is still sailing and *Celebes* sank. [Laughter]. My pitch to her in Tahiti, of course, was that *Viveeka* was unsafe and that she ought to come home with us on *Celebes*, because *Celebes* was being run [Laughter] by all these great guys. As it turns out, *Viveeka* is now in Honolulu at the Ala Wai, and *Celebes* burned and sank off Cabo San Lucas in a race many years ago.

Anyway I came home after that Tahiti thing via Honolulu, and I

sailed with Fromhagen again on *Orient* in the 1957 Honolulu Race. I worked on her for a while — she's a 63-ft Sparkman/Stephens cutter built of teak. She got second in Class A and fourth Overall. I can't remember exactly what happened next.

But the thing that kind of turned me semi-pro was that I decided I wanted to work for Myron Spaulding. On two or three different occasions I worked for him for like a year or two at a time.

38: Building boats?

**Commodore:** No, not building boats. The thing that convinced me not to work for him the last time was when he said, "Those piles we got down under the dock, take the scrub brush down there and scrub the weed off them." [Laughter and more laughter].

**38:** It kind of sounds like Myron, who we suppose most readers know is an IOR measurer in Northern California.

**Commodore:** Oh yes. We did a lot of wonderful things. We built the foundation for his crane, for example, which has to be one of the most incredible monoliths ever built by man [Laughter]. The piles, as I remember, are 160-ft long. Someday somebody is going to want to build a condominium there, and try and pull those things out. They're going to get the surprise of their life! [Prolonged laughter].

Anyway I worked for Myron a couple of years, but the last time I couldn't make it work. So I took some time and decided to finish a Finn, which was then new in the country. I used some space in Ronnie Wise's shop — he was very generous. So I started working there, and bought some tools to do the boat.

Continued next month

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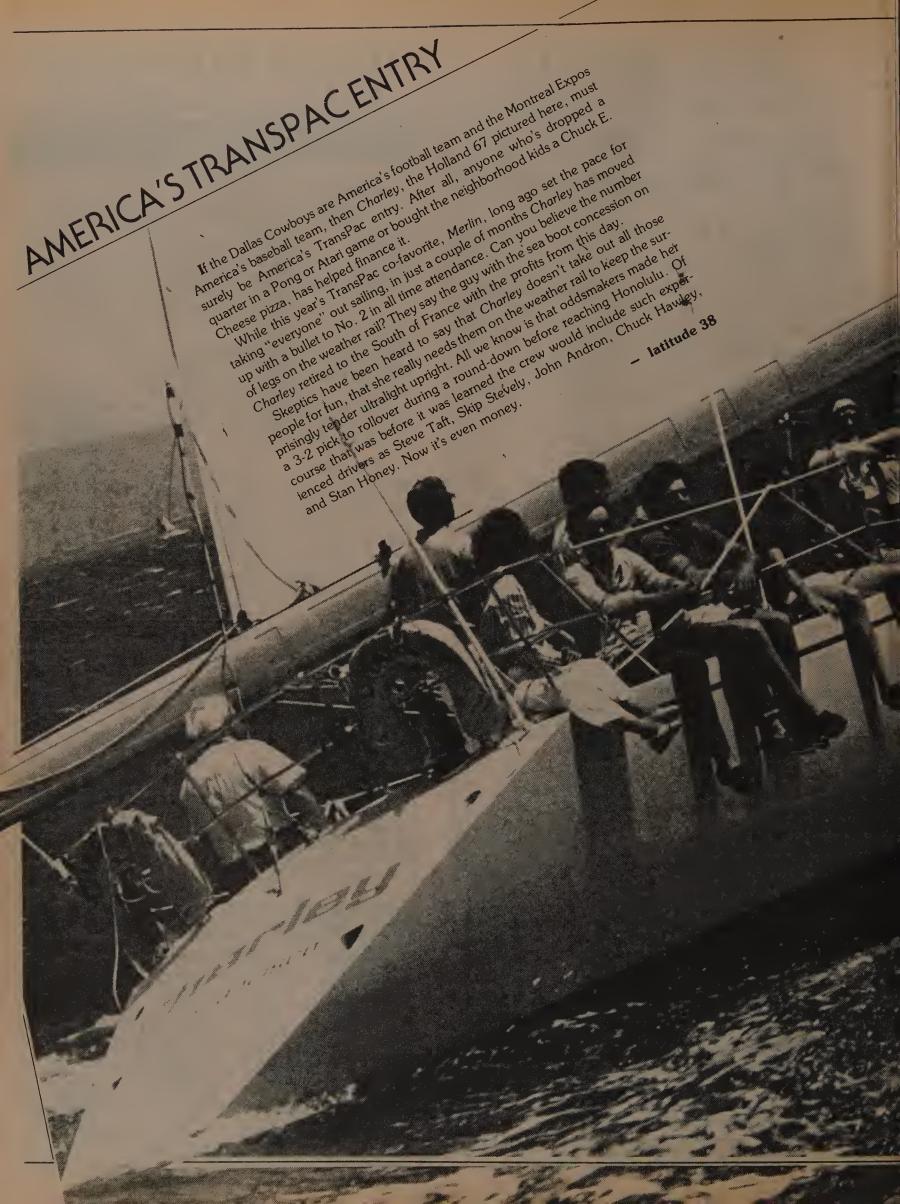
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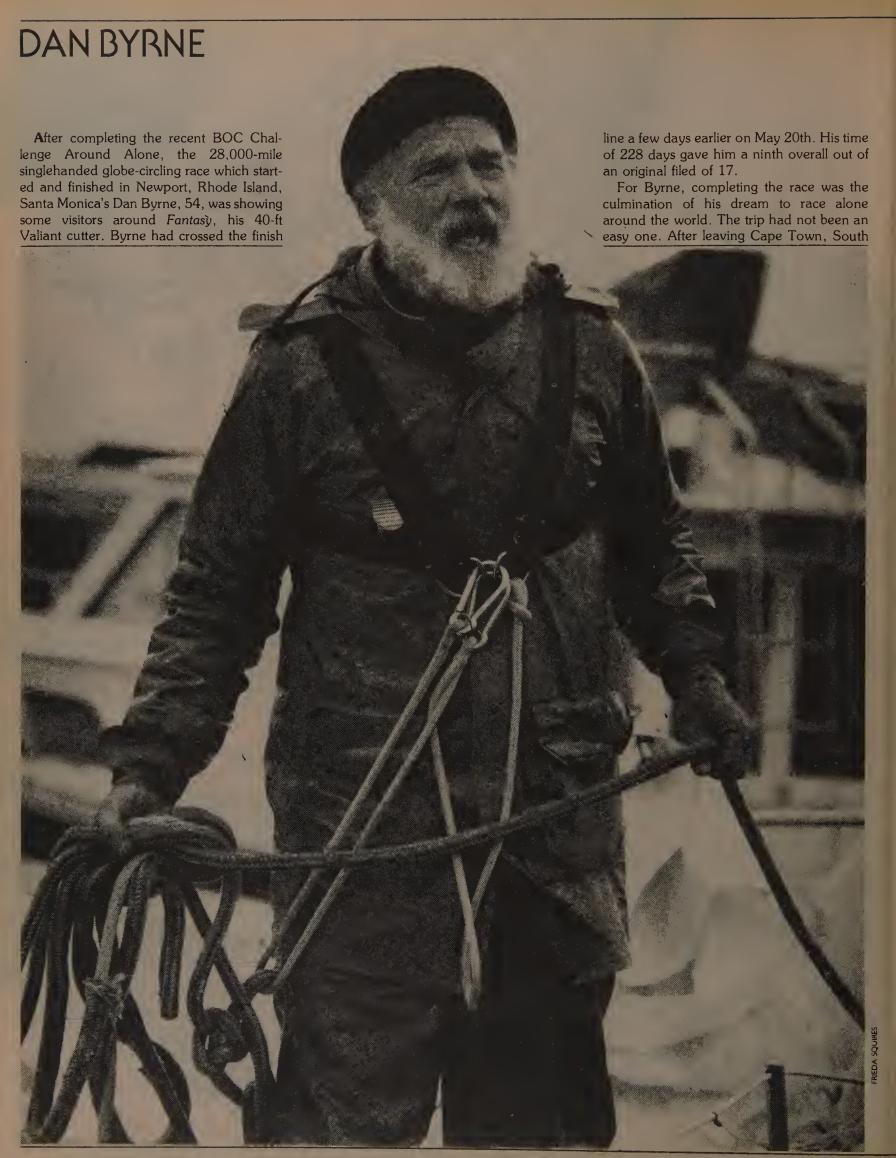
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## **BOC CHALLENGER**

Africa to start the second leg of the race (other stopover points were Sydney, Australia, and Rio de Janeiro, Brazil), he had been forced to return to port after a gale knocked out his solar panels and tore loose a water tank. It took six days and \$4,000 to get him back on the water. Later going through the treacherous Bass Straits south of Australia, he fell asleep for four hours and miraculously avoided running aground as a fellow competitor had. Coming into both Rio de Janeiro and Newport, Rhode Island, he was plagued by lack of wind. His only thoughts after crossing the finish line were: "It's over! I never have to do that again!"

Human nature being what it is and man's tendency to inflict no end of hardship upon himself in the pursuit of ideas and ideals. Dan found himself uttering the most unexpected phrase as he gave his guests the grand tour of the cockpit. "Well, in the next race . . ." he started to say, catching himself short in amazement. He stuck his head down into the cabin where his wife Pat was tending to other duties, as she had for the whole race. "Did you hear what I just said?" he asked. Pat acknowleged she had, somewhat incredulous herself. So when the next BOC starting gun goes off in 1986, we may again see Dan Byrne amidst the charge, certainly more experienced but only questionably

Byrne has no regrets about competing in the BOC. Sure, he was next to last among those ten who finished, but circumnavigating isn't like an around the buoys race on Saturday afternoon. The skill and perseverance to make it all the way put all those who finished in a very special category. Dan Byrne is now a card carrying member of that group.

Back home in his Santa Monica condominium, Byrne looks relaxed and calm. "Out there I learned that there are very few big deals in life," he says. He hopes he'll be able to remember that lesson as civilization encroaches upon him once again. Dan is lean and fit, and reports he lost a net of about ten pounds. He tended to lose less weight in each successive leg of the race, but ate like a horse whenever he made port. At the finish he sported a bushy white beard with bright red foul weather gear, leading one observer to describe him as a 'Weight Watcher's Santa Claus'.

Even with the race over, Dan and Pat continue at a busy pace. Fantasy was being trucked back to Southern California with stopovers at Valiant dealers in Massachu-

setts, Texas and Pt. Richmond, California. Dan and Pat flew to each location with slides presentations. They're also working on a 16 mm film of the race, which Dan will use for a lecture tour. His will be just one of several documentaries of the race. Scheduled for release later this year are at least three books, one by English journalist Barry Pickthall, one by Cruising World Magazine, and one by Richard Konkolski, who also competed in the race. Konkolski's theme will be how he sailed to freedom from his native

Out there
I learned that
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very few big
deals in
life.

Czechoslovakia in order to be in the race. He brought his wife and son with him, and has asked for asylum in the United States.

Dan has found it somewhat difficult readjusting to life on land. Out at sea, he says, you have the luxury of focusing completely on one thing at a time. Faced with a lubrication problem on his wind vane for instance, he spent three days planning how he would get it into the cockpit, field strip it, put in lubrication and reassemble the unit. He also notes that in telling people about the race, he has about 20 good stories or "significant moments" to share. If each one occupied a day at a time, that left over 200 days of just sailing along. For an ex-Los Angeles Times editor, that calm lifestyle is worlds apart from what he was accustomed to.

At no time did Dan feel he was in serious danger. There were moments, though, when he began to have his doubts. One was the 60-70 knot gale encountered just outside of Cape Town.

In the gale fellow American Francis Stokes, 56, was knocked out of his bunk, and Japanese entrant Yukoh Tadah, 53, had his sewing machine fly across the cabin and badly bruise his ribs and groin. Dan had a water tank break loose, one of his solar panels bend up like a playing card, and jib shred. He lay cowering in his bunk, not worried about sinking but the prospect of spending the next 10,000 miles crossing the Southern Ocean in such conditions.

On his way back to Cape Town for repairs, he kept trying to come up with a good justification for quitting. He had injured his back earlier in the race, and thought that might be sufficient. But, he realized he couldn't lie to Pat. Once his line hit the dock, he knew he would go back out. Eventually he made up 1,000 miles on Stokes on the leg to Sydney. Subtracting the extra time he spent in Cape Town, he would have had the second fastest time for Division Two boats (32-44 feet). It would have been his most competitive leg.

Heading north along the coast of Brazil on his way to the finish, Dan had his moment of genuine fear. In the dark he saw a fishing boat's light bearing down on him. Whenever he changed course, the fish boat would alter course as well, as if they wanted to intercept him. He locked himself in the cabin and tried unsuccessfully to raise them on the VHF. Finally he hit upon a plan — he conducted a conversation with an imaginary boat nearby. He mentioned that he had two others onboard who were asleep and asked that the "buddy" boat hang around to see what the fish boat would do. Eventually the intruder passed within 100 feet of Fantasy continuing out to sea. Dan breathed a heavy sigh of relief, aware that he had absolutely no defense against armed intruders.

others in the race were not as fortunate as Dan. There were two rescues at sea, both accomplished by fellow racers. The first occured on the second leg when American Tony Lush rolled his Hunter 54-ft ketch Lady Pepperell. The keel cracked and Lush limped along while Francis Stokes, who had been ahead of Lush, waited for him to catch up. After a rendezvous with Stokes, Lush elected to abandon his boat and rode with Stokes to Sydney as a non-participating passenger.

The other rescue provided an even more

## DAN BYRNE



American Francis Stokes.

dramatic chapter to the race. Frenchman Jacques de Roux, a submarine commander who had built his 41-ft sloop *Skoiern III* himself, lost his mast after a 360 degree roll 1,400 miles west of Cape Horn. Lacking a radio, he activated his ARGOS distress signal linked to a satellite communications systems. For the next 60 hours, de Roux bailed almost continually, hoping someone was on their way. Englishman Richard Broadhead, 28, sailing the 52-ft cutter *Perseverance of Medina*, was 300 miles away, but he altered course and followed the guidance of the race committee to *Skoiern*'s position.

Broadhead was down below when Perseverance passed within 50 yards of Skoiern. Unable to pinpoint where de Roux was, Broadhead decided to go on deck and heave to. He spotted what he thought was an iceberg, but then realized it was Skoiern III with about ten inches of freeboard left. He sailed up next to her and, in his proper British accent, inquired: "Jacques, would you like to come aboard?" "Yes, I'm sinking," came the reply. Four hours later, Skoiern III slipped below the surface. De Roux was later transferred to a French Navy ship dispatched from Polynesia.

Byrne explains that the irony of the inci-

dent was that the sponsoring BOC Group had questioned the value of spending a reported \$200,000 to have the ARGOS system installed on all the racers' boats before they left Cape Town. Saving de Roux's life makes it money well spent. Dan adds that you can now get a smaller unit similar to what they had for only a couple of thousand bucks. The keypad sends a one-way message to a satellite, which in turn relays it to a station on earth.

While the Skoeirn rescue was going on, Fantasy and the rest of the fleet were making excellent time to Cape Horn, the sailor's Mt. Everest. They all went far south — Dan stayed around 57 degrees, while Division I and II winners Credit Agricole, sailed by Frenchman Philippe Jeantot, 30, and Tadah's Koden Okera V dipped all the way down to 60 degrees South. By sailing a shorter course than they would have by staying north, they all broke the singlehanded sailing record from Tasmania to the Cape. Fortunately, none of them encountered any icebergs.

Rounding the Cape was a bit of a letdown for Dan. He didn't even see it, sailing past at 11 pm on the night of February 28th. He failed to spot the light that's supposed to flash every ten seconds there, and says that no one else he talked to saw it either. He also missed Staten Island, another landmark just to the northeast of the Cape.

Just ahead of Dan at that point in the race was New Zealand's Richard McBride, 38, sailing the 42' schooner City of Dunedin. The pair talked about their strategies for rounding the Falkland Islands on their way north to Rio. McBride wanted to leave them to the east, while Dan felt safer leaving them to the west, especially when they ran into heavy northwest winds. Dan reminded McBride about Englishman Desmond Hampton's tragedy in the Bass Straits. Hampton has fallen asleep and a wind shift put his famous 56' ketch Gipsy Moth V—the last yacht owned by Sir Francis Chichester — on the rocks.

During the night, McBride had second thoughts about his course and turned east to duck below the islands. He made himself a cup of coffee and sat down at the navigation table, where he unexpectedly fell asleep. He awoke to find his boat going aground on the East Falklands. Like Hampton, a windshift had done him in. Luckily the beach was gravel rather than rock and although it took him almost a month to get going again, he continued the race and eventually finished in Newport.

When McBride hit the beach at the Falklands, he immediately got on the radio and located a ham operator in the United States, who notified race headquarters in Newport, RI. Within three hours there was a helicopter on the scene. Dan says the radio communications were one of the most outstanding parts of the race. Every day he talked with both his competitors and hams all around the world, especially Americans. He frequently chatted with Pat, using a ham in Los Angeles to patch through to her phone in Santa Monica. Dan says the ham radio has it all over a single side band. The only restrictions are that you need a general license, which requires some studying, and you can't conduct business on the ham frequency. Fantasy had an ICOM 720 A radio onboard, which had been recommended by Alameda's Linda Webber-Rettie, who competed in the San Francisco to Japan singlehanded race two years ago.

After spending an exasperating 30 hours

## **BOC CHALLENGER**

traversing the final 18 miles to the Rio finish line, Dan was zeroed out emotionally. Pat had spent the night sleeping on the deck of a fish boat, wringing her hands while Fantasy drifted off Copacabana Beach. She couldn't help crying when he finally crossed the line early on the morning of March 23rd. Like the two previous stopovers, their time in Rio together was a newlywed's honeymoon. There was also a special emotional lift that came with having made it across the Southern Ocean and around Cape Horn. All the competitors felt that from there on it was all downhill. Work still had to be done to prepare for the final leg, but as Dan puts it: "Before the start we all had two page lists of things to be done. At Cape Town the list was about a page-and-a-half, and at Sydney it was down to a half-a-page. By the time we got to Rio we didn't give a damn!"

Dan did get an assist in Rio from a fellow American singlehander. Los Angeles' Karl Burton, who started the 1978 and 1980 TransPacs in his Columbia 57 Magic, spent four days helping outfit Fantasy. Burton was raised in Brazil over 30 years ago, and was able to direct the local boat boys in their native Portugese. He even made Pat and Dan take a day off to just relax while he at-

tended to the boat.

At 'only' 5,000 miles, the final leg was considerably shorter than the preceding ones, but it held no less excitement. Frenchman Philippe Jeantot continued his blistering pace with his 56-ft aluminum cutter Credit Agricole and won the big boat division (44 to 56-ft). In doing so he not only won a \$25,000 cash prize, but also set a new elapsed time for solo circumnavigation of 159 days. That is ten days faster than Alain Colas did it in 1973-74 aboard the trimaran Manureva.

Ever since the first leg of the race, when Jeantot beat the fleet to Cape Town by a whopping 1,000 miles, he had been called the "Flying Frenchman". The legend grew as the contest continued, and Byrne says the 30-year old diver has become the new Jean-Claude Killy (the Olympic Gold Medal skier) of France. One story relates that on his flight back to France he was prepared to board the coach class section when a stewardess recognized him and immediately ushered him into first class. He has reportedly been offered a million dollars by his sponsor, the French bank Credit Agricole, to put together a trimaran for the 1984 OSTAR and a new 60-ft monohull for the 1986 BOC race. (The class size limits will be raised to 50 to 60-ft for Division 1 and 40 to 50-ft for Division II).

Both Pat and Dan found Jeantot to be a charming man. He has wanted to win this race ever since he was 15 years old and read the books of Bernard Moitessier, who competed in the first solo race around the world in the late 1960's. The Byrnes report that Philippe is friendly, helpful and extremely at-

Dan and Pat, aka Santa Claus and Dolly Parton.

tractive. He had no trouble making friends with the most beautiful women at the stopover points, and since he was always the first to arrive, they had lots of time to get to knew each other. At the awards dinner in Newport, part of the program included the "Not BOC Awards", a very unofficial prize giving ceremony. Jeantot received the "Pick of the Port" trophy, which included a very overweight belly dancer who slithered her way around him. Gentleman that he is, Philippe was gracious in victory although red



## DAN BYRNE



A singlehander's reward — Pat and Dan say hello at Rio.

in face

While Jeantot completely dominated the big boat division, the small boats had a real

horse race right up to the finish. Yukoh Tada, a former Tokyo cab driver, left Rio with a two-day lead over Francis Stokes, but the American passed him and got to Newport first. After 208 days of racing, Tada won by less than a day and a half on corrected

time. He too earned the \$25,000 first place cash, while Stokes, the mild mannered, reserved and extremely competent Yankee, garnered the respect of the entire fleet. For their "Not BOC Awards", Stokes received a can of instant crud while Tada got a bag of flour and a flower. The former was for Francis to put on his always immaculate Mooneshine to convince people that he really had sailed around the world. The latter was an object lesson for Tada, who had many conversations over the radio with Stokes, including innumerable English lessons. After Francis once gave him a bread recipe, Tada replied, "But what is 'flour'?"

Dan couldn't improve on his position in the fleet in the last leg, but he did manage to set personal record. Just north of the equator he hit the tradewinds and reeled off a seven-day run of 1,204 miles, which averages out to a voyage high of 172 miles a day at 7.16 knots. He slowed down after Bermuda, however, and missed his pre-race prediction of 218 days. Among his competitors he was known for his excellent preparation, an honor not listed in the trophy case, but one he cherishes nonetheless. He also had the unending support from his wife, a fact noted in his "Not BOC Award". They have him a record by the buxom Dolly Parton, only Pat's name and likeness (not all that dissimilar from Dolly's) were superimposed on the label.

Now that the hoopla has died down a bit, Dan has a chance to evaluate his equipment's performance. Midway through the Indian Ocean he realized his Valiant 40 (hull number one) was going to make it and that he was the weak link. The boat has great directional stability and didn't broach or pitchpole at all. There was enough buoyancy in the bow to prevent him from nosing into the back of a wave as he surfed along. He had no rig or steering failures. The Aries windvane worked fine until Dan was unable to keep up with the salt encrustation. From Cape Horn to Newport he relied on the Alpha autopilot. His batteries, charged by the engine and Solec solar panels, could store up to 500 amps.

One of the most amazing facts of Dan's trip was that he never once used a sextant, relying totally on his NCS Meridian SatNav for positions. At the equator he noticed the reception was slow and got the sextant out just in case, but another fix came in before he

page 156

## **BOC CHALLENGER**

could take a sight. For weather he used an Alden Marinefax IV, as well as reports from the national weather services in South Africa, Australia, New Zealand, Argentina and Brazil. Every boat in the race, he says, was a miniature weather station in itself. All shared information freely.

Dan has high praise for his polypropylene clothing, made by Chuck Roast, which included underwear, jacket, pants, helmet, booties and mittens. "I never shivered once," he says. In fact one of the highlights of his trip was unhanking a jib in the middle of the night as he approached Cape Horn. Bundled up in his polypro and Dorlon foulies, the only sensation of the cold water he had was as it splashed on his face. Clipped on with his safety harness, it was an exhilarating feeling.

Was the experience positive enough for him to want to do it again? That depends on several factors. Perhaps of the most

''Jacques, would you like to come aboard?" asked Broadhead. "Yes, I'm sinking," he replied.

important is whether or not Pat would be willing to be as supportive and unselfish as she was this time. If Dan feels she would do it out of obligation rather than enthusiasm, he'd scrub it. He also needs a sponsor willing to fork over \$300,000 for a 50-ft aluminum cutter that was light and fast on all points of sail. The boat would have a doghouse, interior and exterior steering, furling headsails and moveable water ballast tanks. If that sounds like Jeantot's Credit Agricole, it should. Dan feels the Frenchman had the best boat for the race, able to go upwind in light air as well as downhill in the heavy stuff. Fantasy, while sturdy and seaworthy, was too heavy to be competitive. He might, however, consider a stripped out Valiant 47 as a viable alternative.

So whether Dan returns to Newport in 1986 remains to be seen. It's time for him now to savor his accomplishments in the race just past. He has lived out his Fantasy, and he did it well.

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## STIRLING

Mill Valley's Stirling Silliphant is a man not without some major contradictions in his life these days. After 28 years of writing screenplays for Hollywood, including an Oscar for In the Heat of the Night, he's now writing a series of 12 novels. The first, Steel Tiger, recently hit the stands and Silliphant has publicly refused to sell it to the movies at any price, a move which will surely have more than a few moguls scratching their heads. He's also a lifelong surfer and sailor who now owns a Swan 76, a maxi boat which Silliphant finds almost too big for his tastes. Many of us would consider these delightful problems, and Silliphant is not crying giant tears, to be sure. But like the characters about which he writes, his life is magnified, and his dilemmas fascinate observers. He himself looks forward wholeheartedly to acting out the scenes as they unfold.

At 65, Silliphant is no longer the svelte surfer he was in the 1930's and 40's when he frolicked off Pt. Loma in San Diego. He's spent too many years working hard at researching and writing scripts for television and movies to keep in tip top shape. He does, though, retain the outdoor air of a Californian. He looks tan and relaxed and he is an engaging conversationalist, able to sketch out an anecdote with flair, style and a dash of Hollywood pizazz. Famous actors and

Tiana II at anchor in the Mediterranean.



directors are referred to by their first names, such as "George" Lucas and "Sam" Peckin-pah. He has seen a great deal of the world, and he has sailed much of it as well. His skill in translating, interpreting and combining those experiences have been his life's work, and he has been rewarded handsomely.

Dorn in Detroit, Silliphant was the son of a traveling salesman. He and his mother accompanied his father, and the young boy was reared on the stories of Robert Louis Stevenson. When Stirling was 7, his family took up residence in San Diego. Swimming and body surfing became his passion there, and he describes himself as a total water child. He learned to swim by diving into the breakers at Pt. Loma. By the age of 9 he could make it 7 miles offshore, where members of the fishing fleet would give him a lift back to shore. "I was never afraid of the water," he says now. "If I got tired I lay on my back or rested on a kelp bed. If something swam by me I would just nod hello. A shark was just a big fish as far as I was concerned."

Stirling started sailing in San Diego Bay, where he quickly grew bored with a Sabot dinghy. He realized he needed a jib to have some fun so he graduated to Lightnings, Stars and anything else he could get his hands on. The flat waters and gentle winds were a good place to learn and obstacles like aircraft carriers provided instant lessons about wind shadows.

In the late 30's, Stirling migrated north to L.A., where he continued surfing and sailing while attending USC. By then surfboards were becoming more available, and he found good waves along the coast between Santa Monica and Malibu. The action wasn't quite as radical as in San Diego, but still he fondly recalls enjoying the winter months when the summer crowds had gone home.

One story from this time illustrates Stirling's opinion that in order for a sailor to be worth his salt, he has to be comfortable in the water, not just on top of it. He rented a catrigged catamaran one day at Santa Monica and relished the boat's speed as he left the beach. In trying to turn around and head back, though, he found he couldn't bring it about. Finally, he jumped in the water and pushed the boat around so it was aimed correctly. He then climbed aboard and sped home. "As soon as I get in the water, I know I'm okay," he says. "I much prefer that to

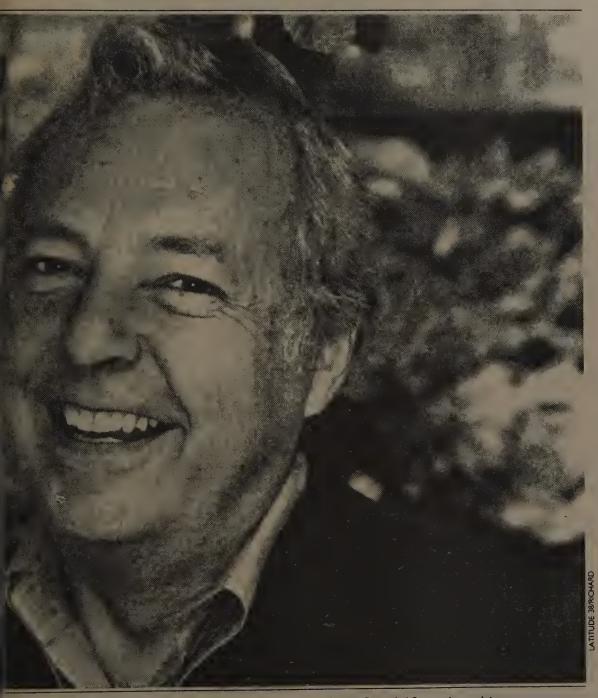


Stirling Silliphant:

bouncing around on some big boat with heavy booms and sheets that can take your arm off!"

In the years since his youth, there has been much sailing for Silliphant. In the chilly waters off the west coast of Sweden he perfected the technique of capsizing and rerighting without getting wet. He's chartered boats and sailed all over the Caribbean, French Polynesia, Fiji, New Caledonia, Australia and New Zealand. In his boats which most recently include an Islander 36 and the Swan 76, he has cruised the Pacific Coast from Mexico to the San Juans, as well as sailed from Finland to the Mediterranean and across the Atlantic. He's never been interested in racing, just "sailing and looking".

## SILLIPHANT



When asked what his most and least favorite sailing locales are, Silliphant has no trouble voting for New Zealand and Australia as the most spectacular spots. The sailing and marine life, especially along the Great Barrier Reef are the greatest, he says. Places like. Bora Bora and Papeete he finds are almost too perfect. "After three days it's just too much. You can't live in a postcard!"

Tasman Sea, where he says the conditions are just murderous. He adds, however, that "there's no place that can't be bad." Last November he took the Swan, named Tiana II after his wife, from Gibralter to Antigua. Instead of the much advertised sleighride in the trade winds, they hit the worst storm there in 20 years. For a week they had nothing but

Force 9 and 10 winds and huge seas.

Silliphant loves being at sea. "When you are out on the ocean," he says, "you suspend your normal pressures and everything becomes important." On the recent Atlantic crossing they landed a huge sailfish and the struggle to gaff it and kill it was a highlight of the trip. He also saw the green flash at sunset for the first time, another touchstone event. He considers watching the stars march across the heavens at night "more exciting than going to a movie." Considering his profession, that's quite a comment. "You get very close to people sailing across the ocean," he adds, "and you learn all you want to know about them. Sometimes more!"

It was also during the Atlantic trip that Silliphant had an experience which illustrates his quandary about *Tiana II*. During a rare lull in

the storm, they encountered a 38-ft catamaran with three Italian sailors aboard. Equipped with only a sextant and radio, the trio had been unable to take a sight for days and were way off course. Stirling gave them a SatNav fix and pointed them in the direction of Antigua, their destination. He asked them if they needed any food and they replied that they had plenty of wine and spaghetti to see them through. With a wave and a smile they resumed their voyage, skipping over waves and leaving the giant monohull behind. Stirling knew they would be wet and cold much of the time while he cruised in relative comfort, but there was something about the pure joy of sailing he felt he was missing.

Part of Silliphant's dilemma about *Tiana II* is that he hasn't had enough time onboard to really learn the boat. That wasn't the case with *Tiana I*, an Islander 36 he ran across ten years ago in Marina del Rey. He noted that the hull number was 116. His birthday is January 16th, so he figured it must be fate. He bought it on the spot and sailed the hell out of it, bringing it north when he moved to Mill Valley's Strawberry Point in 1976. For two years he lived on the boat four nights a week and he knew every inch of her. "I loved that boat passionately," he says. "There were times when I would just shout 'I love you' to it."

The same intimacy hasn't developed with Tiana II. For one thing, Stirling can't singlehand it like he did frequently with the Islander 36. The Swan needs a crew of at least three to leave the dock and five for any kind of long passage. Billy Porter, an ex-English Navy bosun's mate and maxi boat veteran, is the skipper and his wife Kate is the cook. The 1st mate is really there to handle all the electronics, which include SatNav, Loran C, and weatherfax. It takes Silliphant four or five days to reorient himself to all that gear when he gets back onboard. The last time he sailed the boat was February. "The owner's manual is as thick as a telephone directory!" he exclaims. "It's too much!"

Obviously, though, he is dealing with this extravagance for a reason. Actually, there are a couple of good ones. A few years ago Stirling decided he wanted to get out of the Hollywood scene. After writing over 300 hours worth of produced television dramas and 35 motion pictures, he needed something more creative than the 'let's go' dialogue common to many Hollywood movies today. He figured he would try his hand at novels again, which is what he was doing 28 years ago before he took the celluloid detour. What better subject to write about, he

## SILLIPHANT

thought, than an adventurer/sailor/gun for hire taking cases in the South Pacific? He created the character of John Locke, a man half Silliphant's age but with a passion for action and Oriental women like his creator. (Silliphant's wife, Tiana Alexandra, 29, was born in Vietnam.)

The plan, then, is to use *Tiana II* as a moveable writer's den. It will also serve as a floating home for Silliphant's family, which includes Tiana's 14-year old daughter Melissa and their son Stirling, Jr., 7. Last year they spent time cruising the Mediterranean on the boat and found they enjoyed that lifestyle. They'll have a chance for more of the same this summer after the boat gets delivered to Marina del Rey. So far a trip to the Bay Area and on to Canada are planned.

By this time next year, Silliphant should have a good idea if his plan will work. Unlike the movie business, the returns on a novel are slower. He finds that nerve wracking. His agent has told him to get used to it. In the meantime there are 11 more episodes to write. He's already done his research for the second book, located in Bali. The third takes place in Saigon, now Ho Chi Minh City, which is open to tourists but may be a tough place to move around and ask questions.

Silliphant uses a total immersion technique to uncover material he needs for his stories. He perfected the method creating 94

After writing 300 hours of television and 35 motion pictures, he needed something more creative.

episodes of *Route 66* for television during a four year period. Steel Tiger took three months of research. He did Bali in the same amount of time, including visiting a dance school, going to people's homes for dinner, and listening to anyone who would talk to him. He jots his findings down in loose leaf notebooks, which he later refers to when it



Stirling and his wife, Tiana.

comes time to write the books.

One of the things he discovered about Bali is that it is very hard to sail into and he had to go all the way to Singapore to find charts. That may explain why the Europeans left the island alone until recently. The author also did considerable research into the art of starpath navigation, which hero Locke will no doubt use to extricate himself from some sticky situation. Unlike Western navigators, the starpath pundits reject the notion that the boat moves from point A to point B. Instead they adopt a more Einsteinian approach, saying that it is the position of the islands that change as the sailor moves across the water. They memorize thousands of star patterns as well as wave patterns and bird activity to tell them where they are. Learning this technique is arduous, but the results are amazingly accurate.

Delving into the Asian culture sets Silliphant's mouth watering, but he also is aware of the flip side. While the waters around Indonesia and Malaysia, called the "China Lake", are among the most beautiful in the world, they are also among the most dangerous. He isn't sure he'll actually sail there with Tiana II. The cockpit has a custom Lexan bulletproof coaming, but considering

that the pirates in that part of the world have .50 caliber machine guns and rockets, it would be a severe mismatch. "Hell, they can take freighters!" says Stirling. "A 76-ft fiberglass yacht would be a snap for them." He prefers the idea of sailing the outskirts of that area and flying into those places needing research. Eventually they'll either go north to Japan or east towards Africa and complete the circumnavigation.

So Stirling knows he's gambling with John Locke and Tiana II. He realizes he can't sail around the South Pacific and have Hollywood producers, his bread and butter for almost three decades, still consider him a serious film writer. The time has come, though, where he wants to try something different, to pursue his dream. Already he's begun burning some bridges behind him, such as stating publicly that he will not sell the rights to his books to the movies or television. Recently he walked off the production of John Mac-Donald's Travis Magee series, saying they were destroying the story. He doesn't want the same thing to happen to his literary efforts, even though admitting that, "I speak as a guy who's ruined a lot of books turning them into movies!" Ultimately he hopes the public will support his move. Buying his books, which combine sailing with adventure and romance, will keep Stirling Silliphant out there, typewriter in one hand and sheet in the other.

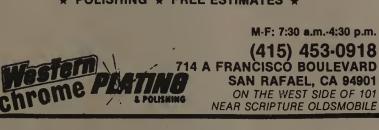
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## THE RACING

This month's racing sheet features a look at the winners of the spring ocean series, the Moore 24 Nationals in Santa Cruz, the long distance races coming up both on the Bay and Ocean, notes on what's been happening and an update on the America's Cup.

#### **RACES PAST**

#### Spring Ocean Winners

The spring YRA and MORA ocean seasons are over and we have the winners! Taking the top prize in the Danforth series for IOR boats was Jim Robinson's Wall Street Duck, a Carl Schumacher 38 driven by Chris Corlett. The Duck was 1.25 points better than Dan Newland's custom Wylie 34 Pegasus, followed by Irv Loube's Frers 46 Bravura and Bill Twist's new Peterson 41 Salute.

Robinson moved to the Bay Area 2½ years ago, having sold his cruising boat Black Duck before coming south. When he ordered a J-24 here, he wanted a black gel coat, but had to settle for an Imp color scheme, multi-shaded green stripes patterned after Dave Allen's famous Admiral's Cup winner. Unable to justify the Black Duck moniker on the new boat, Jim, who works as a security broker, read in the paper about a restaurant in Peking called the Wall\Street Duck. It sounded like a winner to him.'

Jim gave up on the J-24 after a year and a half. He found the large, competitive fleet a bit too much to handle and wanted to get out on the ocean. He originally enlisted Doug Peterson, the famous Southern California designer, but things didn't click. Instead he decided to go with Alameda's Carl Schumacher, who has had good success in the 20-to 30-foot range. Carl's Summertime Dream won the Quarter Ton North Americans twice and his production Express 27 has done well both on the Bay and the Ocean. Wall Street Duck was designed with the downwind TransPac in mind, but also has provisions for adding ballast and reducing sail area to make it competitive in the shorter offshore contests.

This latter feature has stirred up some controversy. According to TransPac rules, all entries had to be in their TransPac configuration by March 15th. Dan Newland, who finished second in the Danforth, contends that Duck's skipper Chris Corlett asked for and

received special dispensation to put his boat into the IOR mode for the Northern California series, but the boat was never remeasured to make sure it returned to its original lines. Newland filed a protest to that effect, but it was disallowed because it was received after the filing date had passed. Newland is appealing.

In any case, the *Duck* proved herself to be a fast boat, often able to stay up with the 40-footers. The Wylie 34's had an edge in the reaching legs, but upwind and on the runs the Schumacher boat was superior. "Even when we sailed poorly, she went well," says Robinson. Crew work couldn't have been much of a problem, though, as Corlett brought along several of his buddies who helped him win the 1983 SORC on *Scarlett O'Hara*. They included Brian Ebert, Peter Daly, Ron Wise, Jim Donovan, and Bill Brandt. Also onboard were Ron Kell, Chuck Bonovich, Carl Schumacher and Scott Owen.

Dan Newland adds that the Danforth was a small boat series, with enough light races to keep the bigger boats within reach. Also, in some races like the May 7th Farallones, the tide favored the later starting small boats, especially when they hit the stronger flood coming back into the Bay. Newland was shorthanded and therefore lighter much of the time, which also turned out to be an asset. Sailing with him were Linda Webber-Rettie, Lee Smith, Gary Eisenhart, Mike Burkett and Rocky Smith.

In the Midget Ocean Racing Association (MORA), Gary Clifford conducted an impressive campaign to win the 1983 Pete Smith series. He won both the opening Lightship race and the Junior Waterhouse finale to beat out Dick Heckman's Olson 30 Saint Anne by 4.25 points overall. Helping Gary get the most speed out of his Schumacher-designed Express 27 Light'n Up were Mike Bruzzone, Jonathon Livingston, Suzan Lorraine and Art Fisher. Third overall was Rob Moore's Summertime Dream, a Schumacher custom 1/4 tonner.



Gary Clifford (driving) and his Express 27, **Light'N** Up.

Gary says he's a strong advocate of the "Fun is Fast" school of thinking. He used to own the Santana 20 Pizazz with which he won three SYRA championships before moving up to the bigger Express. They were able to hang in with the Olsen 30's upwind and off the wind they had a blast surfing the ULDB when the wind was up. Besides Heckman and Moore, Light'n Up kept a close eye on Franz Klitza's Santa Cruz 27 Bloody Mary and John Liebenberg's Express 27 Friday. Merlin, the high rating Excalibur 26 owned by Paul Meyer and Howard Cann also gave them some trouble, taking second in the Lightship race and winning the Farallones contest.

The YRA's Performance Handicapped Racing in the Ocean (PHRO) series went to Ray Sieker's Columbia 36 Mist II. He had to win the Corlett three-legged race over Memorial Day weekend to do it, edging out



Warren Yee's Derecktor 44 Salty Tiger by one point in both that race and the series. Third went to James Borger's Dasher Neja.

Ray's been trying to win this series for ten years — "as long as they've been out there on the ocean!" He's won his division before, but never the series. He attributes some of his success to the fact that perennial winner Temptress, Jim Walton's Swede 55, didn't compete. He doesn't want to belittle the efforts of his crew, however, who have been with him for many years. They included Mike McIntyre, Ken Popplewell, Nancy Hine, Ken Inouye, Don Inouye, Mike Satterlund and Terry Owen. Ray's goal now is to win the second half of the season as well, and thinks he has a pretty good shot "at it."

#### **Moore 24 Nationals**

Howard Right will never forget the last twenty feet of the final heat of the 1983 Moore 24 nationals. One tack away from winning the championship, Right's yacht Presto crossed her jib sheets, spun a complete 360 and didn't get back underway until four boats had streaked across the finish line ahead of her. Presto ended up losing the race — and the championship — to another Santa Cruz boat — Scott Walcka's Adios, which finished just 1/4-point higher in the standings.

It was an appropriately dramatic finish to what ended-up being one of the wildest and wooliest Moore 24 series yet — a 41-boat regatta with 250 participants, decided on the final day in winds gusting up to 27.5 mph. "They just get better every year," exhaulted Ron Moore, builder of the popular ultralight. Moore had been worried earlier, as Friday's winds were so light that even the speedy Moore 24's couldn't complete the sevenmile Olympic triangle course.

The course was shortened to a three-mile, windward-leeward arrangement for Saturday's competition, in hopes the wind would pick up enough to complete the scheduled finale plus two make-up races. By eleven

o'clock, Monterey Bay was checkered with whitecaps and the five-man crews on the faster boats were looking forward to serving as ballast rather than deadweight.

Starts proved critical in Saturday's short heats. Paul Sharp's *Blazer* — last year's national champion — had fast starts and superior speed in heavy winds (due to a beautifully cut mains'l). Sharp ran away with three of the five races and would have repeated as champion if not for one start that was too fast. Despite taking a DNS, which added 43 points to his finish total, Sharp still finished seventh overall.

Another tragic score was posted by Walter Olivieri on Relma. The gregarious owner of Aldo's restaurant tagged close behind Blazer throughout the series, but made the mistake of also duplicating Blazer's single last-place finish: in the third race, Welma earned a DNF by fouling another entry while rerounding a buoy.

Legs, a Tahoe-based Moore 24 owned by Lester Robinson, lost the championship with a broach in the fourth race, ultimately finishing third behind Adios and Presto with a 2,5,2,13,3 posting. Robinson, who has finished second in the singlehand TransPac, once again proved adept at handling a full crew in keen regatta competition.

On the whole, the nationals were a smashing success (right down to the parties) and Ron Moore was greatly pleased with the Moore 24's performance. "There were no gear failures, in spite of heavy conditions," he noted. "One of the beauties of the boat is, it's very forgiving . . . A lot of women participated, (because) the boat can be sailed by women."

Moore himself placed only 24th, almost taking a swim at one point with a less-experienced crew member at the helm. Ron took a good-natured ribbing for that, and also because one of his previous boats, a red-hulled beauty now named *Ruby*, finished above his current *Great Pumpkin* in the standings.

There were eight protests after the final

## THE RACING

race, most of which missed the one-hour filing deadline. There were protests about failed protests. More wind blew in the six-hour-long protest series than all day Friday. But when it was finally time for the aspiring Playboy bunny named Sonni Scher to hand out the many awards, the standings were unchanged.

There were many cheers at the awards ceremony — for virtually all of the finishers; for Iris Yagi, who towed her Sand Shark clear out from New York to compete in her first nationals; for Ron Moore; for his wife Martha Lewis, who spent six weeks organizing the affair. When the cheering was done, there was nothing left to say (and they shook the rafters of the Santa Cruz Yacht Club saying it) but . . . adios.

- jerry busch

#### RACES FUTURE

#### Long Distance Races

The great migration south from the Bay starts on the Fourth of July weekend with the Midget Ocean Racing Association's Long Distance race to San Diego on July 2nd and Metropolitan YC's race to Catalina on July 3rd. A record breaking 39 entries are expected for the former, all of which are 31 feet or less. Divided into light and heavy divisions, the MORA'ns range from the ULDB Olson 30's, Express 27's and Moore 24's to the slower but high rating Santana 22's. While often advertised as a surfing safari down the coast, this race has featured relatively light winds for the past two years, allowing heavier entries to take overall honors.

While the MORA race starts off Baker's Beach in San Francisco, the MYCO race to Catalina initiates at the mouth of the Oakland Estuary after a roof raising bash the night of July 2nd at the club. There are fewer entries (16 at press time) for this affair, but five Santana 35's signed up and they will race one design. The finish line is at

MORA San Diego Race					
LIGHT BOATS					
Skidoo	Burns Custom 30'	Les Muttersbach	SCYO		
Bella Donna	Custom Burns 30	Dan Woolery	RYC		
Critical Mass	Custom Mancebo	Carl Ondry	SegYC		
Merlin	Excalibur	Paul Meyer	SIFYC		
Sweet Pea	Express 27	Jeff Pearson	SCYC		
Friday	Express 27	John Liebenberg	RYC		
Boolum	Express 27	Andy Kolb	SCYC		
Locomotion	Express 27	Roy Falk	SYC		
Light'n Up	Express 27	Gary Clifford	RYC		
New Wave	Express 27	Hil Blackett III	RYC		
Dire Straits	JI24	Steven Bayles	DiabloSC		
Impulse	J/24	Don Grind/Rick McBarnett	IYC		
Power Play	3/29	Steve Herring	Palo Alto		
Hall Fast	Merit 25	Ron Landman	IYC		
Presto	Moore 24	Howard Wright	CYC		
Gail Force	Moore 24	Gail Kinstler	RYC		
Flying Circus	Moore 24	Roger Heath	Cel SC		
Wet Spot	Moore 24	Michael O'Callaghan	RYC		
Typhoon	Moore 24	Michael Connolly	Alameda SCYC		
Animal House	Olson 30	Matt Lezin	StFYC		
Horny Helen	Olson 30	Bruce Cibley	SIFYO		
Killer Rabbit	Otson 30	William Coverdale	IYC		
Saint Anne	Olson 30	Dick Heckman	SCYC		
Navstar	Olson 30	Jennifer Dunbar	San Diego		
Redhawk	Santana 30-30	Peter Higgins	San Diego		
HEAVY BOATS					
Flying Cloud	C&C 30	Roger Shortz, M.D.	IY.C		
Winsome	C&C 30	H. Robert Bartell, Jr.			
Williwaw	Cal 2:27	G. Allan Hunter	IYC		
Orion	Catalina 27	Jerry Carrera	SYC		
Starkite	Catalina 30	Jim Corenman	CYC		
Desmeralda	Catalina 30	John Handley	SCYC		
Intrigue	Dufour 30'4"	Robert Marotta	SCYC		
Concubine	Ericson 30+	Ev Lesfer	EYC		
Osprey	Hawkfarm	Bill Perrin	SFYC		
Midnite Express	J/30 -	Dan Schmidt	CalSC		
Bantana	Santena 22	Lloyd Banta	IYC		
Phoenix	Santana 22	Ronald Tetts	IYO		
Slow Dancer	SJ/24	Dennis Beckley	HYC		

Catalina, with a post race celebration at Avalon that is reportedly almost worth foregoing the TransPac to Honolulu.

For MORA information, contact John Dukat, 522-1396, Dick Aronoff, 523-3005, or Suzan Lorraine, 381-1790. The folks at MYCO to talk to are Ron Hatt, 832-6757, or Fred Doster, 687-0111.

#### **Soling Worlds**

The big international event on the Bay in July is the Soling Worlds, which will run from July 14 to 21 on the Olympic Circle. These three person, 27-ft Olympic keelboats appeal to some of the world's best skippers, many of whom will be in attendance. If you stop by the host St. Francis YC parking lot you might catch a glimpse of former world champs Robbie Haines or Vincent Brun. Or you might bump into up and comers Ed

Baird from Florida or Dave Perry of Connecticut, both of whom have been working hard towards the 1984 Olympics. Entries from over 20 countries are expected for the series. Leading local lights will be Scott Easom and his Team Sausalito, Jeff Madrigali and Bob Park, both of San Francisco YC. There will be a public reception for the sailors on the 13th, located at the lawn just to the east of the St. Francis. For more information, contact Jerry Price at 989-1000 (work) or 563-1935 (home).

#### Silver Eagle

For those of you who couldn't make the races down the coast or out to Hawaii, the Bay's version of a long distance contest will be run on July 16th. It's called the Silver Eagle, hosted by Island YC in Alameda. This 87-miler originated in 1976 to celebrate the

American Bicentennial and has become one of the Bay's special events. Starting in the main Bay, the fleet goes out the Gate to Pt. Bonita, U-turns and proceeds to the South Bay birdcage off SFO, then goes up to the Carquinez Straits and finishes at the St. Francis YC. Last year Dave Vickland had apparently won the race sailing a cat-rigged Nonsuch 30. When it was revealed that he had used a blooper sail illegally, however, the trophy went of Richard Leute's Esprit 37 Rosy Option. Vickland plans to return this year, sans blooper. "You may have heard that our rating was adjusted due to our outstanding performance last year (DSQ!). We have to sail with 174 instead of 180, so we plan to clean the bottom this year and take less beer." The price of victory is steep indeed. To find out more about the race, call Christine Peterson at 763-9605 or Island YC at 521-2980.

#### Island to Island Race

The folks up the Delta have something to entice you, too. On July 23rd Andreas Cove YC and "the island" in Isleton are sponsor-

The Silver Eagle.



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ing the second annual "Island to Island" race. The course is from Light 41 near "the island" to Angel Island and return. Carl Bowen's Santana 28 Gusto won last year in a time of 20 hours and the rest of the 12-boat fleet were home in less than 30 hours. The race was conceived of as a less grueling alternative to the Stockton South Tower race, which involves endless tacking up the Stockton ship channel. Entrants can get two nights free berthing at "the island". For more information, call Ted Greathouse at (415) 684-2568, or Joe Gluvers at (916) 991-5224.

#### SB to King Harbor

If you're one of the Oakland to Catalina or MORA Long Distance racers who finds their boat still in Southern California during early August, you may want to think about leaving it down there a little longer. Like for the Santa Barbara to King Harbor Race.

From what we hear this 81-miler is sort of like the Vallejo-Coyote Point race here on the Bay. We're not only talking large numbers — 170 boats entered last year in what's always a full fleet — but large fun.

You see, although the race doesn't start until noon on the 5th, the festivities traditionally start much earlier. Some boats cruise the Channel Islands on the way up to Santa Barbara, others arrive early togenjoy Santa Barbara's colorful Old Spanish Days Fiesta, especially the big parade on Thursday, August 4th.

The evening of the 4th is the huge prerace B-B-Q at the Santa Barbara YC, and we're not talking any old crummy B-B-Q. No way, because SBYC officials are importing the Santa Maria Barbecue Team — no kidding! — just to do the cooking. This chow down is always a sell-out. Following the B-B-Q there's dancing to live music.

The race to King Harbor — by way of Anacapa Island — starts the next day at noon if anyone is still alive. Last year we're told they had great wind and the boats were finishing in just nine or ten hours.

Whatever, this year's trophy presentation is scheduled for King Harbor YC in Redondo Beach at 4 p.m., followed by yet another famous, always-sold-out dinner. This time it's Jumbo Shrimp "cooked to perfection in vats filled with a secret beer and herb brew". Only 450 people can be accommodated in the three sittings, so you don't want to miss this either. After the awards there is more music and dancing.

You'd think this would be the works, don't you? Well it's not. Because if anybody's still got the energy, all race participants are invited to spend Sunday at King Harbor YC's Little Fisherman's Cove anchorage over at Catalina. Then you can go home.

To enter call Race Chairman Dave Wyman of the Santa Barbara YC at (805) 968-1580 or Jerry Virnig of the King Harbor YC at (213) 462-3161.

#### **RACE NOTES**

Kim Desenberg of Alameda took his Wylie Wabbit *Mr. McGregor* up to Lake Tahoe on June 11th and came away with a victory in the 30-mile Southern Crossing race. Kim likes sailing on the "Big Water" — last year he won the Fourth of July weekend regatta and the Trans-Tahoe. His 24-footer was the fourth boat to finish in the Southern Crossing, easily saving her time on the first-to-finish Hobie 33 sailed by Tahoe's Mike Clauss.

On June 18-19 the women had their chance at the Monterey Peninsula YC, com-

## THE RACING



Winsome Gold.

peting in the quarter finals for the 1983 National Women's sailing championship, also known as the Adam's Cup. Winner was Patty Womble of MPYC, followed by Anne McCormack and Susie Wosser of San Francisco YC. These three skippers and their crews now get to compete against the Southern California qualifiers in the semifinals, also at MPYC on July 9-10. The winner goes on to Larchmont, New York, at the end of August for the finals.

There's another English IOR boat on the Bay, an Ed Dubois designed 42-footer called Winsome Gold. Actually when this issue comes out the boat should be in Los Angeles getting ready for the TransPac, which is one of the reasons new owners Vincent Berzins, Lambert Thom and Jim Seagram bought it. The trio used to own a Tartan 10, but wanted something bigger and more sophisticated. They went to San Francisco's Paul

Kaplan, who is becoming somewhat of an expert on importing IOR boats. Paul swung the deal that got Lee Tompkins' Peterson 39 Salt Shaker here, and he also did the work on Bones VII, another Peterson now owned by Bill Chapman from Stockton. Paul says the strong U.S. dollar helps lower the price, especially against the plummeting British pound. Price, however, is not necessarily the primary reason these owners have gone with British boats. Winsome Gold, for example, was built by Holland's Huisman yard, the same people who built Around the World winner Flyer. She's a competitive IOR racer and will provide a good learning vehicle for the new owners.

#### AMERICA'S CUP

After two years of testing, talking and titillation, the America's Cup campaign has finally gotten under way in Newport, Rhode Island. On June 18 the first of three sets of

trials for both the potential American defenders and the foreign challengers commenced in Rhode Island Sound. The final showdown comes on September 13th, at which point only one boat from each side will remain. More than ever before they should both be race ready.

The Bay Area will be well represented in this year's Cup. Skippering the American Defender is Alameda's Tom Blackaller and in his crew are San Bruno's Paul Cayard and Larkspur's Ken Keefe. Sausalito's John Bertrand is tactician for skipper John Kolius on Courageous, the boat which Ted Turner sailed to victory in 1977. Belmont's Conn Findlay, who was with Turner at the time, is the alternate for the white hull/green decked sloop which has been updated for the present series.

One of the big surprises of the first three races for the Americans was Courageous's performance. Kolius and his seven-year old craft are considered very dark horses to win the right to defend the "auld mug". They have been paired with Blackaller's Defender for the past year and a half, sharing funds, equipment and sails in a combined effort to unseat 1980 winner Dennis Conner. While much has been made of the Blackaller/Conner rivalry — the two have tangled for years in the Star class and in Grand Prix ocean racing - Kolius and his band of young and talented sailors have been working extremely hard in relative obscurity. Typical of their efforts was the hand sanding they performed on the hull in May, a backbreaking job they completed in just five days.

Courageous met first with Conner's Liberty on June 18th. After winning that race they followed it with another win over Blackaller. True it was only the first of dozens of races the three boats will participate in, but it served notice that the American effort will indeed be a three-way contest. There were claims that Conner was 'sandbagging' in the race with Courageous — using sails that weren't his best — but a win is a win and in match racing that's the only place that counts.

On June 21st, Conner and Blackaller met for the first time, with the latter drawing first blood. The match between these two skippers has been described as "the Mouth vs. the Method". Blackaller can be loud and abrasive. "He struts around here like Muhammad Ali," commented Australian designer Ben Lexcen to reporters. For America's Cup watchers he is reminiscent of "Terrible" Ted Turner, the raucous Southerner who turned staid Newport on its ear in 1977 and 1980. Blackaller gives good lip.

Conner, on the other hand, is the corporate executive, the Tom Landry of sailing. He leaves no stone unturned in pursuit of a victory, a trait which led to the title of a book about him called No Excuse To Lose. In 1980 he outpracticed and outprepared everybody he met in 12 Meters, thrashing other American hopefuls and then going on to win the final series against the Australian four races to one. This time he has spent two years preparing and has gone through four boats before settling on Liberty, his newest hull designed by Johann Valentyn. Waiting

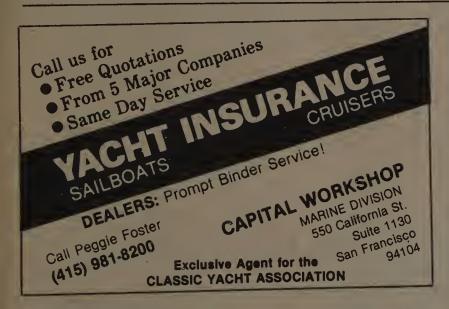
in the wings is his 1980 winner Freedom. It's quite possible that Conner felt compelled to choose Liberty after spending millions of his syndicate's dollars on new hulls. If things don't gel, however, he may return to the tried and true.

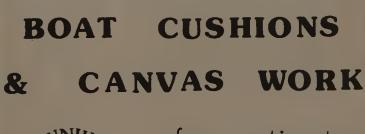
The challengers camp is a veritable United Nations of sailing, with three challengers from Australia, and one each from England, France, Italy, and Canada. England's Peter de Savary has led the pack in flamboyance. He is living aboard his 147' motor yacht Kalizma (once owned by Elizabeth Taylor

and Richard Burton) and will watch the action from his \$1 million Magnum powerboat. This Bahamian merchant banker has organized an \$8 million effort, much of that his own money, and has 15 support craft and four 12 Meters in tow. "We may have the largest armada to have left England since the Falklands War," he told *The New York Times* 

Probably the most competitive foreign entry is Australia II, organized and financed by Alan Bond. He has been in the last three America's Cup efforts and by now knows what it will take to win. His skipper is John Bertrand who, like his American counterpart, is an ex-Finn dinghy sailor. Aussie Bertrand won the Olympic bronze medal in 1976, an event he spent part of the time practicing for under the Golden Gate Bridge. Another familiar face in the Aussie camp is lain Murray, skipper of Advance. He's the fellow who steered the 18-foot skiff Color 7 that won the first two Coors 18-Foot World Championships here on the Bay in 1980 and 1981.

Stay tuned for more details.





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## CHANGES

With reports from San Diego, Tahiti, St. Thomas, Long Beach, Key Biscayne, Zihuatanejo, Ponape, Pago Pago, Greece, La Paz, and notes from other areas.

#### Beating Back Home Cabo San Lucas to San Diego

Around April a grey cloud begins to develop in the psyche of cruisers\enjoying the winter season in Mexico. The reason? The forthcoming 700-mile beat to weather from Cabo San Lucas to at least San Diego. During the winter there is quite a bit of calm weather along the west coast of Baja, but by March the northwesterlies fill in, with many days of 20, 25, and even 30 knots of wind.

What makes the gloom more pervasive for some cruisers is that they know full well they aren't really ready for that long haul to weather. Many haven't gone to weather in a breeze since eight months ago up in the Bay, and they're not looking forward to it. Sometimes the boat is the cause. When a not very weatherly boat in the first place is loaded down with gear — in addition to having bad sails and a dirty bottom — well there is

Diego morning after morning, only to be turned back after sticking their nose out past Cabo Falso. After several days of this the owners are mentally and physically beat. Some become so badly traumatized they curse the day they ever cast eyes on their boat. A few hire delivery crews, others head back up into the Gulf to spend the summer.

There are two theories on getting back up to San Diego from Cabo San Lucas. The most popular one is to hug the coast, motorsailing up along the ten fathom line. The theory is that there is a slight amount of protection from the wind and swells found further out. There are enough semi-adequate anchorages along the way to harbor-hop to require only two or three overnight passages.

For many people this plan of attack works out fine, although the motorsailing and harbor hopping make for a long, noisy journey.

GRAHDWAS SOUTH

good cause to be gloomy.

The result this winter, and all the winters before, is that some boats head north for San

The Police Dock in San Diego, crowded with boats returning from the winter in Mexico.



This winter the typical trip took between three and four weeks, much of the time waiting in the better anchorages for the wind to die down.

There are however several drawbacks to this route. Being so close to shore can be dangerous, and more than a few boats have been destroyed after losing their engines and not being able to set sail in time.

An error in navigation could also put you on the beach. We've heard reports that this is what happened to the Hans Christian 38, Land's End, on a previous Mexican trip. Although it didn't happen in their case, a broken steering system such as Passage West sustained could also easily put a boat sailing the ten fathom line on the beach. Another obvious drawback is that the onshore route is very close to the heavily travelled shipping lanes. And none of this takes into account the excessive time and noise required to motor such a long way.

There's a smaller school of mostly more experienced sailors who feel it's safer, quicker and ultimately more comfortable to make the trip in one big jump. The plan they use is to head out from Cabo San Lucas on a starboard tack until such time as they can flop back over and lay their destination, be it San Diego or San Francisco. This can mean sailing as far west as 300 or 400 miles from Cabo San Lucas without having gone north at all. Folks who take this approach don't

## IN LATITUDES



lack Ronalter and World Citizen in Tahiti.

count on it, but hope they'll be lucky and catch either the trades or a flukey southerly.

We've had our Freya 39 delivered back from Mexico the last two years, using this offshore method, and it's proved successful. Delivery skipper Doug Wilde made it from Cabo San Lucas to San Francisco in just over 11 days, benefitted by several southerly gales well off the coast of Baja. He first made landfall at Port San Luis (near San Luis Obispo), where he stopped for one day to weather out a gale. This year Willie Smothers made the passage from Cabo to San Diego in a little less than ten days, this after losing a headstay a little more than halfway up the coast. Neither skipper motored much more than a day for the entire trip.

Doug, Willie, and other delivery skippers like Peter Sutter feel the offshore route is safer because you're more removed from the danger of land and shipping traffic, and it's far more pleasant to sail for a short while than motor for a greater part of a month.

Of course taking the offshore route requires that your boat can go to weather. Joe and Rado, the two individuals who salvaged Bernard Moitessier's Joshua, left Cabo a day before Willie Smothers on Bernard's old 40-footer. For whatever reason — dirty bot-

tom, bad sails, sloppy rig — they ended up sailing for 21 days and 2,000 miles before arriving in San Diego. (Where the Customs folks refused to let *Joshua* tie up for lack of boat papers and required Rado, a Swiss, to leave the country in 24 hours for not having

not spend as much as 25% of their Mexican vacation motoring up the coast of Baja.

- latitude 38

#### World Citizen – Golden Gate 30 Jack Ronalter Papeete, Tahiti

It's difficult for me to believe that it's May 9th and I already have the May issue of Latitude 38. Considering that I am in Tahiti, I think that that's pretty fast distribution! My thanks go to Alan and Beverly Nixon of Sausalito who had the forethought to grab a couple hot off the press copies before leaving on their Tahiti vacation.

As much as I enjoyed being the first kid on the Quai to have the new Latitude 38, I do have a correction for your story "Direct Hit on Tahiti, Hurricane Veena". I also have a little story of my own to tell.

First the correction. You mention that I had also ridden out the destructive blow at Cabo. That isn't quite true since I was in La Paz when Cabo got smacked. I had planned to be in Cabo at that time and did arrive shortly after the storm, but was lucky not to have been there during it. As a matter of fact, up until Veena I had been luckily just missing all of the bad storms. I was in Puerto Escondido when Hurricane Paul hit Cabo and La Paz. Then I just missed the Cabo dis-

Go-go to weather. We got the beat!



a visa).

What's the point of all this? That with a little practice and preparation cruisers need

aster. Next, I arrived in the Marquesas just two weeks after Hurricane Orama hit. Incidentally, I had turned back on my first two

## CHANGES

attempts to go from the rainy Marquesas to sunny Tahiti, because it just didn't feel right, and consequently avoided Hurricanes *Preme* and *Rewa*.

At that point I was beginning to wonder if someone was watching over me. However, my luck finally changed when I arrived in Tahiti on April 6th, just five days before Hurricane Veena hit.

Although I don't pretend to be any kind of expert on storm anchoring, I thought it might be interesting to pass on what tactics worked for me this time.

The first variable in the equation is the anchoring location. I decided to try my luck at Maeva Beach, a decision which was controversial at best since Maeva Beach was hit hard and suffered the most casualities. My logic for picking that spot was based largely on the reports that Papeete Harbor had become a virtual zoo during the previous hurricane. This because many boats had left the Quai and anchored close together with poor ground tackle in the middle of the Harbor. I didn't want any part of that kind of bump and grind contest ala Cabo San Lucas.

The next two possibilities I considered were Beachcomber Bay and Maeva Beach Bay. Beachcomber Bay has a little better protection than Maeva, and reportedly good holding ground. However it was crowded when I got there, so I ended up at Maeva.

Maeva Beach Bay is wide open to any winds that come from the northwest through southwest, but the barrier reef provides fair protection from the seas. It also reportedly has good holding ground. But above all, it was the *least crowded*. I wasn't completely happy with it because of the marginal protection, but in my opinion it was the lesser of the three evils. Essentially, I was betting that given room to maneuver, my good ground tackle would make up for some of the shortcomings of the anchorage.

I found my spot away from other boats, out in the middle of the bay, in about 45-ft of water. I anchored with my regular bow hook arrangement, a 22-lb Bruce and 200-ft of



A victim of another storm, the one that hit Cabo, Moitessier's Joshua . . .

5/16" chain. Next I shackled a 300-ft length of 1/2" nylón to the end of the chain and payed out about 100-ft.

My boat is a Golden Gate 30, sloop rig, with a displacement of about 10,000 lbs, and a 9'5" beam. The book says the 22-lb Bruce is a good storm hook for my size boat and it has always worked well for me. However, I had never really put it to the test before.

Next I took my 35-lb CQR with 50-ft of chain and 300-ft of 1/2" nylon, and dropped it over the bow, letting only about 30-ft of chain out. I brought the rode back to a cockpit winch and set it up so that I could drop the CQR to the bottom from the cockpit. Now I was ready to pay out the main anchor rode if more scope was needed, to change the chafe point, or to set the CQR as I payed out the main anchor or if I started to drag.

For back up I had a 13S Danforth with 15-ft of chain and about 120-ft of nylon ready to go over the side — I planned to use this for a steadying or stern anchor. Also a 22H Danforth with 15-ft of chain and 200-ft of 9/16" nylon, and lastly a 16.5-lb Bruce

with miscellaneous lengths of dock lines that could be bent to it if things got real bad. So I had five anchors in all, one set and the rest held in reserve. I did not set more anchors at this time for fear that the rodes would get badly tangled.

After the anchors were prepared, I stripped the boat. I took down the dodger and weather cloths, removed the spinnaker halyards and pole topping lifts and two-blocked the jib halyards. I deflated my Avon dingy and stowed it below along with the Seagull outboard motor. Essentially, everything topsides got stowed below except for my liferaft. Some boats went so far as to remove their main booms. I elected to leave mine in place — because there wasn't anymore damn room below. But I did wrap about 50-ft of line tightly around the main sail cover to reduce windage that would be caused by a flapping sail cover.

The night before the storm hit I went to sleep about 9 pm with a little help from a good dinner and a bottle of wine. Veena was packing sustained winds of 100 knots and heading for Tahiti, but there were still hot humid light winds where I was. Even at this point I didn't really think we were going to get hit hard. I woke up around 1 am to the unmistakable sound of wind — lots of wind!

## IN LATITUDES



By 2 am it was screaming and the seas were building. Almost right away I realized that 'fight the chafe' was the name of the game. I had rubber hoses and leather for chafe gear. Still hanging on one hook, I fought to keep my main anchor rode from getting destroyed.

As the seas continued to build, the chafe problem got amazingly difficult to cope with. The anchor rode was like a wild snake, avoiding all my efforts to keep chafe gear attached. Time wore on as the wind continued

to scream and shriek at an ever more deafening volume. The boat was pitching, rolling and yawing all at the same time, and the crazy snake of a rode continuously destroyed my chafe gear.

At 4 a.m. the job seemed to be impossible. The seas were now about 6-ft and the wind was taking the tops of the waves clean off, filling the air with a thunderous white wall. Because of this I could no longer stand up nor could I face into the wind. All work at the bow had to be done by braille. I spent at least 20 minutes putting one piece of leather in place only to return to the bow ten minutes later and find that the wild snake was free of it again. When I bent over to reattach it, solid green water started washing over my head, completely submerging my body. I was injesting mouthfuls of water, and trying to time my breathing with the dunkings I was taking.

There didn't appear to be any way to deal with all these problems at once. First I was having to hang on constantly so I couldn't tie knots with two hands; then I couldn't see; and now I couldn't breathe. It was definitely a serious situation. My spirits were dropping, and as I turned to head back to the cockpit

... has arisen like a Phoenix at the hands of Joe and Rado, and is now back in the States.

my grip slackened just for an instant and a wave knocked me on my ass. I went bouncing and floating down the deck until I was able to grab ahold of something near the mast. This definitely could no longer be listed under the heading of "fun".

It was confirmed later that at this point in time the airport, which was about two miles down wind of where I was anchored, was recording sustained winds of 109 mph and gusts near 150 mph.

Back in the cockpit I let out about ten more feet of scope on the CQR so that it was now just on the bottom. I was very worried that if the main line snapped I would be drifting so fast that the 35-lb CQR would not be able to set itself, so I also let the 13S Danforth go to the bottom and payed out all of its meager 135-ft of scope. I didn't think it would do much good in these conditions, just slow down the boat a little and give the CQR a chance to set.

With that work finished I started to think of what an awful fix I was in. My big plan wasn't working very well. I couldn't control the chafe on my main anchor line with chafe gear. I couldn't pay out more scope on it to change the chafe point because another boat — which had to slip its first set of ground tackle — was now too close to me and getting even closer as the wind started to veer to the west. I began to face the fact that after this night was over I may have to get a new boat to continue my cruising trip.

Then all of a sudden I saw bright flashes of light coming from the bow. I couldn't face forward long enough to see what it was, but a boat of some kind was dragging straight for me. In the next heartbeatless seconds I saw the flashes get closer and closer, and then the cabin cruiser narrowly skinned by. I had been running my engine all the while so that if that kind of thing happened I could maybe veer off one way or the other and avoid a collision, but this happened so fast I didn't have time to figure what evasive action to take. As the cabin cruiser got clear of me I could see the skipper working frantically with

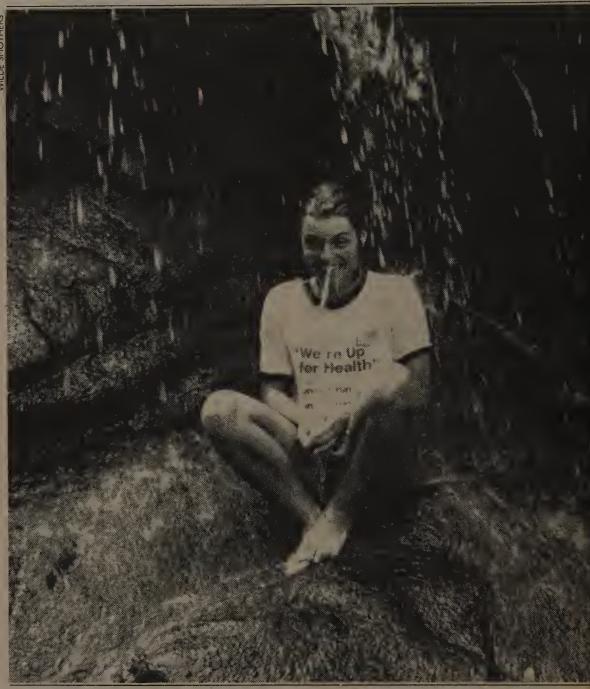
## CHANGES

engines trying to hold a position but slowly drifting out of sight toward the reef. Oh shit, Oh dear! I started to face the fact that after this night was over I may need a new life to continue my cruising trip. I couldn't imagine how one could survive very long if your boat went on the reef and started breaking up. With these seas and the wind what would your chances be if you were in the water over the coral reef or even in open water with nothing but a life jacket?

My spirits were pretty low by now, but before they could get any lower the worst happened. My main anchor line parted. I heard a faint snap from the bow and then the screaming wind took my boat off toward the reef. I dove for the winch and quickly started paying out the 35-lb CQR rode. I looked over my shoulder to make sure that all of the Danforths' scope was out. Within seconds I had about 200-ft out and then I started to take up the strain slowly. My heart was pounding. Will it dig in? Will it set? With 250-ft out I started snubbing it off and held my breath. Slowly the bow came around into the wind as the anchor dug in. I couldn't see the boat that I had been next to before so I didn't know how much ground I had lost, but I wasn't on the reef and I wasn't close to any other boats. Yahoo! I was holding. My plan was working! I was still safe.

I rushed to the bow and with new energy I started again at the impossible task of fighting chafe, now on two anchor lines. The difference was now my spirits were up and it wasn't impossible any more. I was finding ways to fight back. I even found comfort in the fact that when the waves would break over me and I would be completely underwater there was no more wind! If only for an instant, there would be no more screaming, screeching goddamn wind!

I worked like a madman dragging my 22H Danforth to the bow and lowering it over the side the same way I had with the big CQR—just off the bottom, in reserve. I bent the remainder of the parted bow line to my 16-lb Bruce and added dock lines. sheets and



Sally from Helene at the waterfall in Yelapa, a more typical storm that sailors face.

whatever else I could find. I brought the Bruce to the bow, lowered it over, and hung it just off the bottom. I made up my mind that I wasn't going on the beach until every bit of ground tackle I had was put to use. I even eyed my dingy anchor a few times.

I think it was light out around 5 am, but due to that incredible wall of white around me my first glimpse of the beach wasn't until almost 6 am. Just in the Maeva Beach area I counted 11 yachts on the beach or reef and only nine still floating. About an 'hour later I was able to get out the binoculars and I counted 17 boats beached or reefed, and it wasn't over yet. To the best of my knowledge the final count for the entire island was 47 boats either sunk, reefed or beached. Of the 47 at least 30 were cruising yachts.

I managed to hang on during the remain-

der of the blow riding on the 35-lb CQR and 13S Danforth. I never did have to fall back on my last two anchors. Having the rodes led back to the cockpit winches was ideal for varying the amount of rode out to change the chafe points. With regard to the chafe problem, I proved to myself that, 'If there's a will, there's a way'.

At about noontime the winds had died down to a little less than 50 knots, so I went below for some sleep. Up to that point I had been on deck continuously since 1 a.m. except for about eight minutes when I had gone below one time for a quick snack.

The hurricane damage to my boat was certainly less than it could have been. My masthead wind direction vane had blown away. I lost a large amount of dried foods that were stored forward in compartments that had gotten flooded due to enormous amounts of water going down my hawse pipe. Two weeks after the storm my windlass

## IN LATITUDES



froze up. I discovered that the Simpson-Lawrence 510 windlass is not designed for continuous underwater duty, since it had gotten full of salt water. On the brighter side I found my main anchor ground tackle while scuba diving, so I still have my normal complement of five anchors.

Two days after the storm, as part of an emergency assistance dive team, I worked to find and dig up ground tackle lost by other boats at Maeva Beach. The picture was almost the same on all the ground tackle we found: anchor well buried, chain still attached, a good length of line — and then that sick-looking ragged end of the line that had gotten chafed through. Some anchors took us as much as 45 minutes to dig out; they weren't going anywhere. The big problem was holding on to the ground tackle, controlling chafe. That may sound simple, but as I found out in these ultimate conditions, the problems are complex. One boat's bow roller

got torn completely off and the boat went on the beach after lines chafed through on sharp edges. Another boat's heavy duty stainless steel bow roller was twisted 70 degrees from the enormous strains. Another boat's windlass gypsy broke into pieces when the chain snubbers parted and the chain was still in the gypsy.

If nothing else, riding out Hurricane Veena was one hell of a learning experience for me. Also, I like to think that even though I wasn't in Cabo during that disaster, I did learn a lot from it by arriving just after it and seeing the destruction and talking to the people. Although no two storms are alike and conditions are never the same, I hope that something in these notes proves to be of value for someone who reads them and ends up in the 'ultimate condition', a hurricane.

jack ronalter

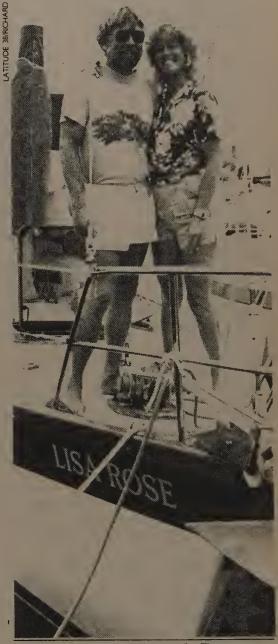
Editor's note: Jack hopes to be in New Zealand by November of this year and continue westward in 1984.

#### Lisa Rose - Freya 39 Charley and Mollie Herndon St. Thomas, Virgin Islands

Mollie and I are leaving today for about 60 days of cruising. We plan on getting down to the Bequia — St. Vincent area, but also will stop at St. Martin, St. Barths, Antigua, and Guadalupe.

John Stryker from Tiburon is still here and I understand his brother from Sausalito is back down here, too. John got to find out how fast the Freya is. There is a steel Freya, Karengal in St. John, and John saw her stern moving away at a rapid clip during the St. Thomas — St. Croix race last month. I hope to see Karengal down in the Grenadines this trip, that's where it all started for me several years ago.

Things are very quite down here in St. Thomas. Most of the crewed charter boats have sailed for Newport, Rhode Island and the America's Cup bash. Consequently the



Charlie and Mollie in Red Hook, St. Thomas.

anchorages are empty and anyone coming down will enjoy their trip.

We've got a fresh coat of paint on the bottom and Mollie built a new 135 genoa, so we're anxious to sheet in and be gone.

- charley and mollie

#### California Cruising Long Beach

If you're planning on doing some cruising in the Long Beach area, now is the time. Unbeknownst to many Northern Californians, summer in Long Beach — and all of Southern California — doesn't start until July. May and June are the foggiest months of the year; most days along the coast are grey and frequently feature morning drizzle.

There are guest berths at Alamitos Bay,

## **CHANGES**

and space is available on all but summer's major three-day weekends. As one marina employee observed, "We charge so much there's always room." Rates are 50 cents a foot per night; if you're bad at math, that means \$15 a night for a 30-foot berth. Expensive indeed!

Your princely sum gets you a satisfactory end-tie in a calm harbor from noon to noon. For a \$10 deposit you get a key that opens the door to decent heads with showers. There is a long public dock next to the Long Beach Yacht Club, but don't try and tie up here or anywhere else. They go by the book in Long Beach, and follow rules to the letter. For example, if you check out of your guest slip after noon, you are charged for the next day - plus a \$10 service fee! The day we checked in the marina an officer was eagerly studying a six-inch thick municipal code book while drinking from a coffee mug that read: "There are two ways to do things, my way and the wrong way". And that's how it goes in Long Beach, you go by the rules and you'll have no problem. Make waves ት look out!

Long Beach's Alamitos Bay Harbor has little water flowing through it, so while it's sometimes hard for San Francisco sailors to remember, it's definitely — and understandably — illegal to use your pump-thru head in the harbor.

Besides Alamitos Bay, the City of Long Beach also operates the new Downtown Marina, which is across from the Queen Mary. The women we spoke to didn't know if they had guest slips or not. No matter, it's a less desirable location if you need supplies.

Prefer to anchor out? You can do that for a limited time inside the Los Angeles Breakwater at three relatively decent spots. The spots are behind oil islands Grissom, White, and Chaffee, where you are allowed to anchor for a total of 72 hours before having to move on for two days. That's 72 hours total, not 72 hours behind each of the three islands. And this area is patrolled.

Whether you get a quest slip at Alamitos



South California vista, Alamitos Bay with your boat in the backyard.

Bay or anchor out and dinghy in — the latter would require a motor on your dinghy — all supplies you can possibly imagine — normal and nautical — are close at hand. There's a big chandlery, a huge boat yard, a Lucky grocery store, a Bob's Big Boy, and a big shopping center within a quarter of a mile. If you're looking to meet the opposite sex, there's more singles than cars down here. Try the Rusty Pelican right on the harbor, or Bogarts or the Cantina at Pacific Marina Mall two blocks away. All have live music.

The sailing just outside of Alamitos Bay is among the best in Southern California, with generally more wind than found along other areas of the coast. The Olympic sailing events will all be contested here in 1984. Although you don't want to spend too much time cruising here, Long Beach is a decent enough place to sail and visit — and it's shockingly tranquil if you don't venture east of the Pacific Coast Highway.

- latitude 38

Jazz - Freya 39 Peter Leth & Robin Tauck Key Biscayne, Florida (Sausalito)

Via telephone Peter reports that he and Robin will not be crossing the Atlantic this summer as planned, but cruising up the East Coast and wintering in Connecticut. Like all cruisers, there have been delays, both intentional and unintentional.

While in the San Blas Islands Jazz was hit by another boat that was trying to drop

Robin off. The collision broke the Freya's spreader and swiveled the entire mast on the other boat. Repairs required flying back to Panama for some heli-arcing.

San Blas, to date, has been the highlight of the trip, with Jazz spending five weeks there. Sixty miles from the Canal on the Atlantic side, there are 360 San Blas islands of which only 50 are inhabited. The residents are very friendly Cuna Indians, all of whom "are about 4 feet tall".

The islands are only about a mile apart, and a fringing reef blocks out the ocean swell. With crystal clear water, lots of fish and conch, and bordering a jungle, many South Pacific veterans think this is the best place they've been.

From the Yucatan, Jazz departed on the dreaded 750 mile upwind passage to Jamaica. They made one long and rough tack as



## IN LATITUDES



far as Cartagena before flopping over for a long starboard leg to Jamaica. It took them six days, and they arrived in Kingston just as their trusty Shipmate SatNav conked out and the Danforth compass lost all its fluid. [Very high marks were given to Shipmate for not only rapidly servicing the SatNav under warranty but making a superb effort in getting the unit returned to the boat.]

Despite losing these instruments, Peter says the last day or so of sailing into Jamaica was the best he's ever had in his life. He can't contain the laughter when he recalls screaming along on a reach averaging 9.5 knots hour after hour.

Kingston was "the pits". The residents of the city and particularly the horribly impoverished Trenchtown district took to yelling, "Hey, get out of here white shit!" The mountains where the famous pot grows are also considered to be dangerous, but the rest of Jamaica seems to be much more friendly than it's been in a long while. And they speak English, a nice change after all the Spanish in Central America.

Peter and Robin particularly liked the west end of the island, areas like Negril Bay, which features 7 miles of shimmering white sand. The Negril Bay Club, which sometimes likes to present an image as a swingers paradise, allows boats to anchor off for free.

One of the more well-known establishments in the Negril area is Mrs. Brown's Cake Shop, a little palapa-like affair. Speciality of the house is green cake, essentially marijuana cake. For those really looking for outer space — and perhaps permanent damage — there's the "brown tea" to go with it. The tea is actually a concoction of liquified mushrooms that sells for a dollar a mug.

Mrs. Brown, an engaging 300-lb Jamaican lady, likes to sample her menu and one day Peter and Robin found her completely passed out behind the counter. Such is life in the drug lane.

The Virgin Islands, lots of warm wind and lots of islands

For those preferring more traditional nourishment, the BBQ in the area is reputed to be superb.

Arriving in Key West — "a gay Sausalito" — Jazz expected to get the full treatment from Customs. Afterall, they'd been coming from the direction of Panama, Columbia, and Jamaica, perhaps the world's primary exporters of illegal substances. But a phone call to Customs was all it took. "Naw," is what the Customs man said when Peter asked if they didn't want to come search the boat.

For those of you who are suddenly contemplating going into the drug trade, be advised this was an exception. United States Coast Guard vessels were boarding — with drug sniffing dogs — all the U.S. vessels they could find in the waters around the Yucatan and Jamaica.

What about Europe? Peter and Robin plan to earn a little money this year and then proceed on to Scandanavia. Peter will cross the Atlantic by boat, Robin by air.

- latitude 38

#### Wings — Ballad 30 Harry & Kurt Braun Zihuatanejo, Mexico (Alameda)

We are leaving the Mexican mainland today (April 10) for the pleasure of the South Seas. We've had a wonderful time here the last few months. While you folks were bailing your basements out in Latitude 38, we had nothing but 80 degree sunshine. We've a greatly enjoyed the hospitality of the Mexican people with "no problema" of any kind. The timing for crossing in good weather seems good right now, we just hope that all those nasty cyclones in the southern hemisphere have blown themselves out by the time we get to Hiva Oa (approximately May 10). So far all our planning has paid off however, as the boat and all our gear is in fine shape.

What else can we say about Mexico? Cer-



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Morgan Out-Islander 41, 1981. Bank Repo.
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#### WOOD

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Ketch rigged with custom Aluminum Spars by Kenyon Marine (photo of sistership). High-performance luxury cruiser. Full width owner's cabin, two double guest cabins, plus crew/storage cabin. 80 h.p. Ford Lehman diesel. Cruise in style with quality to spare. Special introductory price: \$199,000.



CHEOY LEE MOTORSAILER

Robert Perry-designed, luxurious full width owner's cabin, 2 steer'g stations, 2 guest cabins, 2 heads, 120 h.p. Ford dsl, 600 gals. fuel, 300 gals. water. Kenyon aluminum spars. \$175,000 Ketch, \$171,000 Cutter



**CHEOY LEE CLIPPER 33** 

One of the most beautiful boats on the Bay. This one has everything and shows like new. \$66,750



**COLUMBIA 36, 1973** 

Room for a large family, brand new diesel makes this an attractive buy. Owner is anxious to sell.\$49,500.



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Danish ultra-light racer/cruiser. 7500 lbs displacement, 9 bags of sails including 3 spinnakers. Be first-to-finish in this boat. \$64,900

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tainly that no one in Cabo has learned a thing, as boats are still anchoring in the surfline. There will be another disaster there again. The big shocker in Puerto Vallarta was seeing the cruiseship *Atlantic* break her bowlines and drift into the anchored yachts — fortunately we'd just moved.

Las Hadas was worth a visit, being a mixture between Disneyland and the Winchester House. Too bad it seems to be coming apart at the seams due to maintenance problems. A crewman on the yacht next to us, for example, was killed when he grabbed ahold of a 220 V conduit to pull himself out of the dinghy and onto the seawall. The conduit came off the wall and he fell into the water holding onto it, electrocuting himself. CPR was too late to help — a sad affair.



Hot goodies from the bakery in Yelapa.

Mexico has discovered plastic and now the country is drowning in it. It makes lives easier, but what about the future? They still think that all garbage is biodegradable.

We've had all kinds of encounters with the Mexican Navy; in all cases they were friendly and helpful. They even filled our Scuba tank for free. We have high regard for their performance.

One of our more exciting moments was catching a 6-ft bluenose shark with a blank tuna lure John Haynes gave us. Why the shark wanted that is beyond me. It took two hours of struggle to get the thing dead — we have no gun or baseball bat aboard — and on the boat. The meaty steaks were delicious. The white meat in particular — just fry for 30 seconds.

Theft in Mexico? Somebody must be kidding. The only thefts we have seen are American tourists in trucks and campers. They seem to like Avons. Hazards? Yes, there are plenty. Some North American boatdriver is always attracted to your anchor and has to drop his on top of yours — no matter how much room there is. I'd like to get a dollar for each hour we spent reanchoring just to get away from some turkey. It would keep us in tortillas for a year.

Speaking of food, we ate all the local food we could get our greasy fingers on, and whatever spots some cheap taxi took us to. Of course, there were a few places like San Blas where we got eaten. The "no see ums" are nasty little buggers, and leave small pockmarks.

Oh, before we forget, no one should leave for Mexico without "Charley's Charts", a wealth of info for all the useable anchorages.

Until the other side of the equator. Mast und Schotbruch,

- harry & kurt

Delphinus — Rafiki 37 Douglas, Joan, Heidi & Craig Rumrill Ponape, Caroline Islands (Richmond)

In May 1981 we left our berth at Alameda Marina for a four-month cruise to the Hawai-



ian Islands. We just loved the Hawaiian Islands and decided to "winter" there so our children could attend school and we could refill the cruising kitty.

But the cruising bug had bitten us hard, and we couldn't wait to set sail for that magical land to the south — Tahiti. So June of 1982 we set sail for another "summer" cruise, to Tahiti. We sailed back to Honolulu in late September. Somewhere along the way we decided that we have a love affair with islands, so when an opportunity to work in Micronesia came up, we applied and were accepted. We arrived here in Ponape on May 12, 1983, after a very pleasant 23-day passage from Honolulu'.

We love Ponape so far. Our only regret is that it will take "creative" planning to get our Latitude 38 to us each month.

We haven't met many cruisers here in Ponape yet. Locals tell us about one boat arrives each month. We did meet several people from Honolulu who had been here and encouraged us to come here. I wonder why

## **IN LATITUDES**



this beautiful island has not been more popular with cruising people?

– joan rumpill

#### Just Us — Coronado 45 Jim Mercer & Pat Wilcox Pago Pago, Samoa (Rancho Cordova)

While in New Zealand we were delighted to obtain a copy of Latitude 38 — the February 83 issue. We were even more delighted to find our picture and portions of our newsletter included.

Just Us is a 45-ft Coronado owned by Jim Mercer, retired Chief Probation officer of Sacramento county. On board with Jim is Pat Wilcox of Sacramento.

Jim surprised his colleagues in 1978 by retiring at age 45 so he could sail. He took his boat to Mexico with a small crew getting as far as Mazatlan that year.

In early September 1981 he left for the South Pacific via Mexico. In early November 82 Just Us arrived in New Zealand for the

Building a panga from a single Huanacaxtle log on the beach in Yelapa.

storm season, after stops in the Marquesas, Societies, Cook Islands, Tonga, and Fiji.

Just Us is now in American Samoa after spending a week in Western Samoa. The next passage is to Hawaii with stops planned at Suvarov, Penrhyn, and Fanning Islands.

Then we're homeward bound to San Francisco Bay. We hope to be in San Francisco in early September 1983. It's been an interesting trip and good experience. We will, however, be glad to get home again. We will have been gone 2 years.

pat wilcox

# Prudence — "Narrow Boat" Kathy Senelly & Dan Goddard England & Greece (Sausalito)

This Changes in Latitudes comes to you from Greece. Dan and I are aboard the HML Egnatia between the island of Corfu and the

port of Patras on the mainland of Greece. But all this is another story, what I'm really writing to tell you about is our cruise on a narrow boat in Southern England. After spending last year cruising aboard Champagne between San Francisco and Puntarenas, Costa Rica, we flew to London and from there our paths led us to the River Wey and Godalming Narrow Botas, Inc. A narrow boat is a boat built to the restrictive size and draft constraints imposed by the size and depth of the river and canal system in England and Wales. This comes out to be a boat of no more than 70 feet long (no problem with that, right!), 6 feet above the waterline (because of low bridges), and 7 feet wide (to fit in locks and aquaducts). All this with no more than 2 feet of draft. The resulting craft is rather boxy and - until you get the hang of it — unwieldy, however, that is not to say they are unattractive. On the contrary, painted in bright gypsy-ish designs with large windows and a pleasant sheer, they are pretty boats.

We hired our narrow boat, the *Prudence*, from Godalming Narrow boats at the town of Godalming. The boat came fully equipped with everything one could need aboard, including such things as linens, cutlery, crockery, even wine glasses. The crew at the marina were helpful and well informed. In short, all we had to bring was our food (and even that could be ordered ahead) and clothes. It was a well thought-out and managed program. Having worked for Cass' Marina in Sausalito, I think I know a good charter operation when I see one, and this was good.

After loading our gear aboard we went through a short check out on the operation of the diesel and the procedure necessary for the proper use of the locks. Then we were off. The river and canal system is so extensive that it would take years to explore it all. In fact, we met a couple who write articles for Canal and Riverboard magazine, live onboard their narrow boat, cruise for several months each year and still have not seen it

## **CHANGES**

all

Most of the waterways were once disparate and unnavigable, but a considerable effort - usually in the interest of flood control - connected, deepened, and today maintains the waterways. This was accomplished primarily through a series of locks and weirs. For anyone who has not gone through a lock, the first solo operation can be confusing and frightening. Such possibilities as sinking the boat or flooding the countryside cross the mind as you try to remember the proper sequence. Was it open the gates, then close the paddles? This apprehension doesn't last long though, and before you know it you're swinging your lock key with the best of them. In someplaces there are more locks than waterways; they can be in a sort of step sequence with as many as 20 in the space of a

On some rivers — the Thames, for instance — the locks have lock keepers and you simply hand up your lines and he/she does the rest.

Of course no description of a narrow boat cruise could be complete without mention of the waterside pubs. If you remember to schedule your stops to coincide with the ridiculous pub hours — basically, closed from around 2 to 6 p.m. and after 11 p.m.! — your can pick up a pitcher or two of fine English ale and a baked potatoe or place, peas & chips for lunch or dinner out.

When it's time to stop for the night you can either stay moored at a pub or try the bank of the canal or river. All the canals and rivers have a towpath along one bank that is public and free for anyone to use. They give you a few tent peg-type things and a mallet for securing them to the towpath and you just tie your mooring lines to them.

All in all we had a wonderful time seeing England from the helm of our boat and recommend it highly. Also the price of the boat rental was quite reasonable and they come in all sizes (lengths and number of berths) to fit anyone's requirements.

Also I wanted to mention that here in



Jim and Pat of Just Us in Rangaroa.

Greece we are also at latitude 38; but there's not a copy to be found!

We hope to be back where Latitude 38 is available by Christmas 83.

- kathy senelly & dan goddard

Editor's note: Kathy and Dan were originally headed to Europe via the Panama Canal on their Morgan 38, Champagne. After some bad weather and running way behind schedule to get to England, they left the boat in Puntarenas and hired a delivery captain to return it to the States. Somewhere along the line we received a second-hand letter regarding some problems Champagne and other boats had with Mexican officials in Acapulco. The letter, written from Kathy to someone else, went as follows:

"Our major problem this week is that the Mexican authorities in Acapulco have seized Champagne until a \$3,000 dollar fine is paid. They are claiming we never checked in or out the last time we were in Acapulco. That is, with immigration, customs, or the Port Captain. All of that is a crock. We completed every necessary form and paid every necessary fee and indeed they have much

evidence of such in their files — but they refuse to budge on the matter.

"Our delivery skipper is having a hell of a time down there trying to get things straightened out, and apparently he's not the only one. At last report there were over 20 boats with similar problems just in Acapulco. We have consulted the embassy, but of course they have done nothing. At present we have hired a lawyer to work with our skipper, but already he has been delayed two weeks.

"All in all I have decided that Mexican port officials are a lot like the sea in general. Sometimes calm and unprepossessing, other times fierce and uncomprehensible."

If anyone has further details on what the problem was down there, we'd sure like to hear about it.

Dalliance
Cary & Candy Smith
(& Spencer the Cat)
La Paz
(Redwood City)

Cary and I are enjoying ourselves immensely! Mexico is full of friendly people, terrific food and beautiful weather!

After hauling out here in La Paz to do the bottom and other maintenance, we will scoot

# IN LATITUDES



up to San Carlos/Guaymas and spend the summer. Next fall we plan to sail down the coast to Salina Cruz where will will load *Dalliance* on the Tehuantepec Railroad and take her across to the Gulf of Mexico.

We hope to work in Texas — or thereabouts — until we've earned another years' cruising funds, then sail to the Bahamas and West Indies.

candy smith

Cruising notes: Latitude 38 has always been and will always be a sailing magazine. No rowing, no powerboating, none of that other stuff. There are two reasons; one is that we don't have anywhere near enough room for all the sailing stories and news we get, and secondly, we think sailing and all other forms of recreation on the water are distinctly different. So while some of you powerboaters send us your 'Changes in Latitudes', we're afraid we're going to have to leave you out. No hard feelings we hope, and the best of luck to the two Grand Banks 42 trawlers Grand Slam and Charger, heading north to Desolation Sound from Ballena Bay.

Mooring stern-to or "Med-style" allows many more boats to use the same amount of space and is common throughout the world — except in the U.S. of A. But apparently us Yanks have little trouble getting the mooring maneuver down pat. As Peter Brown — formerly of San Francisco and the Olson 30 Gold Rush and currently of the Pretorian 35 Emerald City — writes:

"Stern-to mooring is really quite simple—all it takes is a little (well maybe a lot) of practice, and it goes fine. So long as the wind isn't blowing, your engine works, your transmission works, there's someone on the dock to take the line, the person doesn't fuck up with the line, there's enough room at the dock between the other two boats, the people on the other boats aren't bigger than you, you don't foul the mooring lines with your prop, and you get into the space ahead of the German skipper who led a Panzer division during the war." See, nothing to it at all.

Chris Randall, who sufficiently survived last November's Hurricane Iwa that hit Kauai to write about it in last month's 'Changes in Latitudes', reports that her attempt to sail back to San Francisco on the Buchan 40 Virago with Dave Lenschmidt in early May was unsuccessful. This after "four days of 18-foot seas and ugly skies". While Dave gets to make another try, Chris has flown east to try sailing in the Atlantic Ocean and Caribbean Sea. In a message to prospective women sailors, Chris says, "I've been amazed by the negative crew experiences ladies have. My practice of arriving at the dock with well-worn sailing gloves, baggy jeans for easy movement, and beer or soda (as per the skipper's choice) has always served me in good stead. But then I love to sail; seasickness and sopping sleeping bags are minor problems, as would be lecherous captains — if I ever met one."

Also headed back from the Islands — after a long jaunt through to the South Pacific — are Toma and Mary Jane of Mill Valley on the Kettenburg 40, **Homer**. More from them next month.

For people who spent the winter in Mexico we've heard that **Indianhead** and **Tinette** are back in Sausalito, with Chuck



Dalliance at anchor at Magdalena Bay.

and Anna Cagle looking for a bigger boat with a bigger engine. **Sojourner** is back in Santa Cruz, **Pilot** is spending the summer in Puerto Escondido, **Passage West** made San Diego after suffering a steering failure. **Volante** made San Diego, as did **El Milagro**.

Headed outbound is Sam Vahey of Sausalito, looking to do some sailing in the tropics. Two times he sailed the singlehanded TransPac in his Ranger 37 **Odysseus**. The last time he left the boat in Maui anchored off the Kaanapali Coast. Some bad weather put the boat ashore last winter, and it ending up costing nearly \$40,000 putting everything straight. Sam reports she's like a 'new boat and ready for some aggressive sailing out of his new home port, Kauai.

Are you headed out in the next few months? Latitude 38 would sure like to hear from you. Send us a little bit about yourself, your boat, and your trip.

For those of you who plan to be heading south to Mexico this winter, **Pacific Marine Supply** in San Diego has announced their popular (and free!) cruising kick-off chili eat and beer sip will be held at 5 p.m. on Saturday, October 29, at their store. We attended the one last year and found it to be a great way to meet other people headed south and just a great idea in general — put it on your calendar.

Not trying to steal their thunder, we at Latitude 38 are in the final stages of putting together a similar cruising kick-off for south bound sailors, this to be held in the last week of September and open to all Canadians, Pacific Northwesties, Orgies, and of course Northern Californians. Stay tuned for details.

# TRANSPAC

Over the years there have been 1,036 entries in the TransPacific Race. At noon on July 2nd, 67 more will cross the starting line for the 2,225 nautical mile sprint to the "Los Angeles of the Pacific", Honolulu. Aloha and Mahalo.

This year's will be the 32nd running of the



TransPac, a race that was first scheduled to start from San Francisco but had to be moved south because of the great earthquake of 1906. James Flood of the St. Francis YC — after a bitter north-south battle — finally succeeded in getting a start from San Francisco in 1939, but all 31 other times it has begun from Southern California. Santa Barbara has hosted two starts, Santa Monica and Balboa one each. The others, like this year's start, have been from Point Fermin off San Pedro.

Along with the East Coast's 625-mile race to Bermuda — which also started in 1906 — the TransPac is the oldest regularly held race in the United States. And for all we know, the world. Jolly old England's classic Fastnet Race, for example, is a mere fledgling having started in 1925.

hroughout its history the TransPac has been a special race. In the years before the advent of jet travel the exotic South Sea island destination was a powerful attraction. For a normal nagged head of household, the dream of ditching the old routine for a yacht race to paradise was about as compelling as could be imagined. As late as 1936 it was still such an unusual thing to do that Waikiki's two biggest hotels, the Moana and the Royal Hawaiian, had a standing offer of free drinks 24 hours a day for all TransPac crewmen!

In more recent times the special thrill of the TransPac comes from the potential opportunity to surf down the face of warm tradewind waves for day after day. There's no other race in the world that offers anything as potentially as pleasurable as the TransPac's 40 miles of beating followed by 2,185 miles of reaching and running.

In the majority of yachting events the corrected-time winner receives all the admiration. That's only true to a certain extent in the TransPac, when because of the course's

natural emphasis on speed, the first-to-finish boat always receives a disproportionate share of the prestige. Everyone remembers, what boat was first to finish in the TransPac.

Since Lurline established the first elapsed-time record in 1906 — a fine one of 12 days and 9 hours — elapsed time records have been set seven more times. Mariner's 1923 record of 11 days and 14 hours lasted the longest of all, 26 years. After that new records came in increments of one or two hours. That was until Merlin sailed her first TransPac in 1977 and smashed the old standard by an incredible 23 hours. Her time of 8 days and 11 hours still stands, although charterer Nicholas Frazee missed a new elapsed-time record with Merlin by a heart-breaking 46 seconds in 1981!

Which boat is going to finish first this year? There are four candidates that have a shot at it. Two of them are former winners, but the two big favorites are new boats; one from Southern California and one from Northern California.

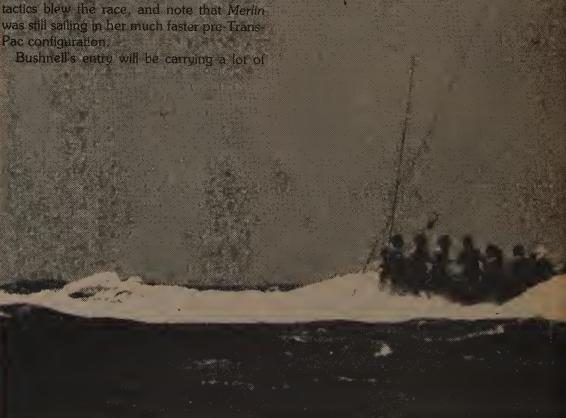
Northern California's best chances are with Nolan Bushnell's Charley, a new Holland 67 built by Geraghty Marine of San Diego. Some sailors wrote Charley off after she lost to Merlin in the Cabo San Lucas Race. Charley's crew, however, feels their tactics blew the race, and note that Merlinwas still sailing in her much faster pre-Trans-Pac configuration.

horses, lead by Steve Taft, John Andron, and Stan Honey, the latter two of which were greatly responsible for the late *Drifter's* TransPac victory in 1979. The big question is whether this talent is able enough to overcome the boat's apparent handicap, a severe tenderness that is likely to cause her to slip behind in the early days of reaching.

Currently leading the fleet in confidence is Saga, a syndicate-owned brand new 68-foot Nelson/Marek design from Long Beach. Much of this project's assurance is a result of her victory in this year's Ensenada Race, in which she not only set the all-time monohull course record, but beat Merlin by ten minutes. Saga's crew features some of the best drivers in Southern California, including Ron Love and Roy Cundiff, both of who are coming off victories in the recent Long Beach Race Week, as well as previous TransPac winner Dennis Choate and designer Bruce Nelson.

In a telephone conversation Cundiff reckoned Saga's chances of being first to finish at

Margaret Rintoul, now racing as Tomahawk, surfing off Diamond Head.



# PREVIEW

about 99%. After a brief interlude to reconsider, he became conservative and settled for being 95% sure of a Saga win. Cundiff plans on getting in the lead early and then keeping the Nelson/Marek between Charley and the finish — all the way to Honolulu. Although we're not as certain as Cundiff of the result,



Saga would seem to be the favorite.

It's entirely possible however, that Saga and Charley will stage one of the TransPac's classic first-to-finish battles. The most heralded of these took place exactly ten years ago when Ragtime edged out Windward Passage by a scant 4 minutes and 31 seconds. In 1965 Ticonderoga edged South Africa's Stormvogel by 5 minutes and 38 seconds. And in a 1977 battle to establish the new elapsed time record, Merlin beat Drifter by 17 minutes and 41 seconds.

The aforementioned *Merlin* and *Ragtime* are both back this year, and are the dark horses for first-to-finish honors.

Merlin might well have remained a cofavorite had not a controversial change in the TransPac entry rules dramatically cut down her speed potential. But because of limiting the race to boats that rate 70.0 I.O.R. feet or less, Merlin had to drastically reduce her sail area and increase displacement to qualify.

With less speed, the Dem Smith-led Better Boating Syndicate of Concord — made up mostly of Metro Oakland YC members — has their work cut out for them. They've been practicing with dedication, but it will be a pleasant surprise if they can overcome both their lack of big boat TransPac experience and the hobbling of Merlin.

Ragtime, a Spencer 62 that was the original big ultralight, was first-to-finish in the 1973 race. Dennis Durgan, one of the South's better drivers, will be leading the effort this year. But at only 62 feet, she's going to require a hurricane — or at least a lot of luck and flawless tactics to cross the finish line first.

Short of establishing a new course record, the ultimate for any TransPac entry is to score a hat trick: winning first-to-finish, first in class on corrected time, and first in fleet on



# TRANSPAC

corrected time. It's only been done two times. The first was in 1936 when Dorade — owned by James Flood of the St. Francis YC and lead by Myron Spaulding of Sausalito — pulled it off. Windward Passage did it again in 1971, avenging her protest-taken record and victory of 1969.



As much as the talk is about boats, the real determining factor if there's a new record to be set this year is the weather. Cundiff feels that given the right conditions — consistent 25 knot winds such as there'd been in the 1971 and 1981 races — that both *Charley* and *Saga* could establish a new mark. But two weeks prior to the starting gun the weather picture was not promising. There was little more than 15 knots of wind out in the Pacific. Of course the location and strength of the influential Pacific High can change dramatically in just a couple of hours and alter the entire picture.

Who's going to win on corrected time?
This is a much more difficult pick to make,

**Great Fun** could be a corrected-time threat in a heavy air TransPac.



not only because so many more boats have a chance and because the amount of wind determines which part of the fleet is benefitted. In heavy air years the big boats do well, in light air years the smaller boats correct out first.

The only thing that makes taking a stab at a corrected-time winner any easier is that so much of this year's TransPac fleet consists of so many ultralights, boats that don't really stand a chance of correcting out because of their high handicaps. Of all the ultralights and the older production boats that are more or less going along for the ride, we figure only 25 of the 68 entries are good shots at corrected time honors.

If we had to pick just a single one, we'd select James Robinson and Chris Corlett's Wall Street Duck, a Schumacher 38. The boat is fast off the wind, doesn't fare that badly under the TransPac rating adjustment, and benefits from this year's longer rated course. But besides having a good boat, she's got top people, led by previous Trans-Pac winner Corlett who is especially good at putting aggressive yet cohesive teams together.

Wall Street Duck's plan is to sail with two 2-man watches. Chris teams up with Chuck Bonavich on one, while veteran of several TransPac wins Steve Baumhof teams up with successful dinghy sailor and owner of Sweaty Lorna, Scott Owens. The other two crew are Jim Robinson who keeps the boat together and floats, and Carl Schumacher who navigates and floats. Their's will be a class full-out TransPac effort.

Corlett evaluates the boat's chances this way: "I figure that we've got the potential to completely screw it up; but if we don't we just might have a shot at correcting out first in fleet". The competition that he fears is from the Choate 40's.

Northern California boats that also should correct out well include Irv Loube's Frers 46, Bravura which won Class B in the last TransPac. Clay Bernard's Davidson 50 could do well if it's an especially windy TransPac. Zamazaan, a Farr 52 is under charter to a San Rafael syndicate; the boat won Class A in 1981 with a top crew and remains a threat.

The Bay Area's dark horse would have to be Annabelle Lee, a Peterson 48 that will be sailed by a group of students from the California Maritime Academy in Vallejo. An aggressive, enthusiastic group, they could do well in light winds.



There are no doubt a number of fine entries from Southern California, but since we don't know who's driving them, it's hard to make meaningful picks. Driving well and the will to push on relentlessly and good tactics are what win TransPacs, not the boats.

he sensation of surfing a sailboat





Jumpin' Jack Flash, a Davidson 50 should give the SC 50's a boat-for-boat battle.

toward Hawaii is so satisfying that many owners and crews have given up the trophychase in better rating boats for ultralights that are just plain fun. For example there are 11 Santa Cruz 50's entered this year, three Santa Cruz 40's, and seven Olson 40's

(It almost seems that Bill Lee's Santa Cruz designs have a corner on the TransPac market, but in actuality he's still a long way to go in order to match Jensen Marine's dominance in the early 70's. In 1971 there were 21 boats in Class C, 20 of them were Cal's).

The Santa Cruz 50's will basically be racing one-design amongst themselves with the outside hope that one or two of them can overcome their ratings to correct out above better IOR rating competitors like the Farr 52 Zamazaan and the Farr 55 Whistle Wind. It it's a windy race they could even get tough boat for boat competition from New Zealander G.A. Woodroffe's Davidson 50, Jumpin' Jack Flash. A fractionally-rigged boat that seems to owe a lot to the Santa Cruz 50 hull shape, Jumpin' Jack Flash displayed tremendous surfing ability in last year's Clipper Cup.

Other exciting sub-class action will pit the three Santa Cruz 40's against the seven Olson 40's. Waterfront talk is cheap, of course, but we've been hearing rumors that the much criticized vee-bottom Bill Lee gave the Santa Cruz 40's has given them the edge over the Olson 40's. The word we hear is that the unflat bottom makes the boats easier to steer off the wind, and allows them to go to weather almost as fast as their big sisters, the Santa Cruz 50's. With their more powerful sterns, some expect the Santa Cruz 40's to slip ahead in the early reaching, and stay in front in anything but a very light air race.

If there's a big sweep by either design in this year's TransPac, it ought to help clear the air on these kinds of rumors. If on the other hand there are mixed results, everything will remain in delightfully muddled confusion.

Of these 11 forty-foot entries from Santa Cruz, Rod Park's SC 40 will be one to follow. With this year's race Rod will have entered a boat in as many TransPacs as anyone in history. (This is not to be confused, however, with the record for having sailed in the most TransPacs. Thaddeus Jones of Laguna Beach holds that record, sailing all 18 of them since 1947; for all we know he's going again this year).

That's about all the pre-race poop we have, so why don't we fall back on some of the wealth of TransPac history.

### Big Boats

Many of the recent TranPac rule changes have had the effect of discouraging the development and building of boats over 80 feet



Does Merlin still have the old magic?

in length. While there may be good reason for this, it's in direct conflict with the big boat history of the race.

Over the years there have been no fewer than 49 times in which boats over 80-ft have competed. Nine of the boats were over 100 feet in length. It's not uncommon for boats to cross the Diamond Head finish line with a piano in the salon.

### The Biggest of Them All

The 161-ft schooner Goodwill that competed in the 1953 and 1959 TransPacs before being lost off Mexico was the biggest TransPac entry in history. In her first race Goodwill carried a crew of forty-seven, including an afterguard of six, 30 sail handling crew, a cook and six Mexican assistants, a welder, plus an announcer and technician from CBS Radio which featured live on the spot reports of the race. Goodwill's crew for the next TransPac was even bigger, and featured three corporation presidents who served as cooks. It's hard to believe that such a boat once sold for just \$7,500.

Goodwill carried 30,000 square feet across the finish line, three times what was called for in her normal sail plan. To fully ap-



preciate this, you've got to understand that her spinnaker poles were 72 feet long! Twenty-four inches in diameter, they had been specially constructed of skin-stressed aluminum and built by Douglas Aircraft.

Naturally such poles couldn't be shoved around easily, so explosive charges that

# TRANSPAC PREVIEW

could be detonated from the cockpit were set up in case the poles had to be tripped in an emergency — say someone had gone overboard. Although nobody did go overboard, the charges were detonated on several occasions and with only minor injuries.



### The Smallest Boat

The current TransPac requirement that pretty much requires entries to be at least 36-ft long was an evolutionary thing that started back in 1934 with the troubles of Common Sense III. The little 27-footer with a crew of three was seaworthy but terribly uncomfortable. For one thing the cockpit was not self-bailing, and during this rough year the helmsman spent most of his time underwater.

Things turned from bad to worse six days out when the mast carried away during which time one of the crew was washed overboard. Although they jury-rigged the 12-foot stump and made it safely to Honolulu in 18 days and 11 hours, the TransPac YC thereafter raised the minimum waterline to 28 feet. The minimum length is determined by the IOR rule, and is generally about 35 feet.

### Loss of Life Seven Men Overboard

The TransPac YC takes great pride in the fact that none of the over 1,000 entries have ever been lost during the race and that none of the over 5,000 crewmen have been killed. It's indeed an enviable record after more than 2.25 million miles of TransPac sailing.

Eight men have gone overboard, but all have been recovered safely. The most famous overboard story was the miracle recovery of Ted Sierks in the 1951 race. After falling off *L'Apache* he swam around for 29 hours before being rescued by a Navy destroyer that was just abandoning the search.

We've heard stories that Sierks went mad as a result of the incident. That wasn't true at all. In fact he sailed the next four TransPacs on *Queen Mab* (which holds the record for entering nine times) and died of a heart attack shortly after delivering the boat back to Long beach following the 1959 race.

### I Wanna Go - I Don't Want to Go

In the 1947 race a teenage cook on *Lady* Jo decided he'd had all the sailing and seasickness he could stand before the boat had even cleared Catalina. A youth of action, he simply jumped overboard and swam for the west end of Catalina. He was picked up safely.

A.K. Barbee had the opposite problem during the same race. He overslept and got to the starting line with all his luggage two hours after his boat had left. Granted special permission, he tried to pursue his boat and get back on. First he gave chase in a power-boat, the next day in a seaplane. He never did find his Zoe H.

### The Most and Least

Zamazaan won Class A in '81. Can she repeat?



Merlin set the record for the best noon to noon run in 1977, an incredible 302 miles. In 1926 Invader had made 308 miles in 24 hours, but not the 24-hour position reporting period.

The worst day's run was in 1939 when Viking Childe reported 0 miles in 24 hours. That wasn't nearly so bad as Four Wind's luck in light 1947 race, in which she made a tortuous total of just seven miles in seven days.

### Small Blunders

Although most of us like to think that the old time entries were really run in a seaman-like fashion, that just wasn't the case. Some owners, for instance didn't put faith in their compasses and others didn't like to stay up at night.

Many of the crews over the years have been raw recruits. In 1923 Poinsetta's crew was made of college kids who'd just a single practice sail under their belts. And even that had been a disaster. Seven of them stood in the leer of the jib as it was being hoisted; when it filled all were tripped backwards over the lifelines and into the water. They lived and eventually completed the race to Honolulu safely.

### Biggest TransPac Blunder

Incompetence seemed to be as much a part of *Poinsetta* as her keel. With a new owner in 1927 she had six hours to cover the last 11 miles to win the race. Sailing in a squall they mistook Koko Head for Diamond Head and dropped sail in the mistaken belief they had finished the race. By the time they were alerted of their error and sailed across the real finish line they lost the TransPac by an hour and 15 minutes.

### Close But No Cigar

Once you cross the finish line, most figure they've made Hawaii. But in 1973 you couldn't count your chickens before they hatched. The sloop *Eagle* sank in the lagoon off the Hawaiian Village after her TransPac pilot bounced her off the reef during a period of high surf. Now there are no more TransPac pilots.

### Speaking of Chickens

Nalu II had been second in the 1955 and 1957 races and were getting pretty tired of it. So they appealed to the gods with sacrifices. Live chickens were carried on the boat, so the story goes, and were ceremoniously

# 1983 TRANSPAC ENTRY LIST

**YACHT Amante** Annabelle Lee Aorangi Apple Pie Apollo V Ariel Bravura Celerity Charley Chasch Mer Dakar Earl of Mar Elusive Flasher Free Run Great Fun Hano Ho

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**TYPE** 

Choate/Peterson 48 Peterson 48

Custom Lapworth 1 Off

Santa Cruz 40 Custom 43 Tradewinds 40 Frers Custom 46 Serendipity 43 Holland 67 Santa Cruz 50 CO-43 Santa Cruz 50 Peterson 38 Frers 40

T-40 Davidson 50 Santa Cruz 50 Davidson 44 Frers 46 Santa Cruz 50

J-36 Swan 44 Custom 38 Davidson 50 Santa Cruz 50 Davidson 40 Wylie 40 Santa Cruz 40 Takai 45

Lee Custom 68-ft Sloop

Santa Cruz 40 Cal 40 Cal 40 Lapworth 48 Santa Cruz 50 Olson 40 Santa Cruz 50 Santa Cruz 50 Olson 40 Farr 1 Ton Olson 40 Olson 40 Olson 40

Spencer Custom 62 Santa Cruz 50 Choate 40 Tartan 41 Olson 40

Custom 41 Sloop Nelson/Marek Custom 68

Santa Cruz 50 Santa Cruz 40 Olson 40 Choate 40 Santana 39 Olson 40 Swan 51 Farr 38

Mull 36-ft Sloop Frers 51 Heritage 1 Ton Farr Custom 42 Santa Cruz 50 Schumacher 38

Farr 54 Dubois 42 Farr One Off OWNER/CHARTERER\*

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Honolulu, Hawaii **Huntington Beach** 

Oakland Long Beach Berkeley San Rafael

# TRANSPAC PREVIEW

killed and their blood spilled on the waters. Apparently it worked as *Nalu II* was first in class and fleet in the 1959 race.

### The Political Angle

Before Robert Johnson of Portland won TransPacs on Ticonderoga and Windward Passage, he sailed a cutter named Groote Beer. The boat was built in Holland and had been designed for Hermann Goering, who never had the chance to take delivery. Groote Beer finished next to last on corrected time and boat for boat in 1957.

It's hardly surprising to learn that Johnson bought the boat he was chartering in the 1963 race, *Ticonderoga*, via radio from the middle of the ocean. "As is, where is", as the story goes.

What current presidential candidate has sailed in a TransPac? Not Alan Cranston. Not Walter Mondale. Nope, it was Teddy Kennedy who sailed on the 64-ft Quest in the 1955 race. She was 4th in class and 12th in fleet.

### Quick Facts

In setting a new elapsed time record in 1971, Windward Passage made 79 spinnaker changes.

But at least they were holding together. In 1934 Monsoon blew out 15 spinnakers during the race, seven of them in two hours. They ended up having to use the owner's wife's aprons for patches.

The TransPac'ers dread. The worst Trans-Pac run in history belongs to *Viking Childe*, which took five minutes short of 24 days to cover the course in 1939.

### Ready to Jibe?

Many of the older TransPac boats lost a lot of time because they weren't well-rigged for nimble manuevers. Take the twice previously mentioned *Poinsetta* as an example. Once the owner, although nobody else, decided they ought to jibe and change from a heavy to light spinnaker pole. This was no small matter.



First the crew had to douse the old chute, then go to extreme lengths to dip the pole beneath the headstay. How extreme? Well first they raised the inboard end of the pole as high as it would go, allowing them to insert the outboard end through the galley



Bravura hopes to repeat as winner of Class B.

hatch. But even this wasn't enough. They had to remove the galley floorboards and all the stores kept beneath them. Only then could they work the pole beneath the head-stay. It took seven hours to complete the manuever, and only 20 minutes for the new lightweight pole to compress into a million pieces.

### The' Ratings Rules

Other older TransPac boats were too cumbersome to take advantage of the various TransPac rating rules over the years.

The original rating rule was a variation of one developed by the Brooklyn YC. Under that system a boat's handicap was an hour per foot of length, length in this case being the waterline divided by half the beam. The TransPac adopted this rule except it was 30 minutes, rather than an hour for each foot of length.

Naturally it didn't take long for someone to try and exploit the rule. In 1910 R.C. Smith of the South Coast YC made many alterations to his 55-foot Sweetheart for the race. They included removing the engine to reduce weight, installing two taller masts for increased sail area, and adding a 7500-lb lead shoe for increased stability.

By 1923 a modified Seawanhaka Rule was in force, a rating system which made no restriction on the amount of sail that could be carried. So naturally competitors started to pile on the canvas. One of the more aggressive owners trying to sail through this loophole was Commodore A.R. Peddler of the Santa Barbara YC. His schooner Diablo normally carried 2,416 sq. ft. of sail, but for the TransPac he more than doubled it to 6,000 sq. ft. After the race he reported that he could have 13 of 16 sails drawing well whenever the wind was aft of the beam. He won the race, but only after living in fear of an accidental jibe. Carrying normal sail a jibe

could be completed in 30 seconds; with the TransPac configuration it took about three hours.

Just such an unintentional jibe pinned Queen Mab down during a vicious squall in the 1961 race. Unable to set things straight after 20 long minutes, they used the engine to get the sail unbacked. Arriving in Honolulu a penalty was added to her elapsed time.

### The Competitive TransPac Spirit

There are lots of crazy stories illustrating just what the TransPac is all about, although only a few give clear insight into the competitive spirit that's frequently displayed during the races. Perhaps the story from *Flying Cloud*'s 1949 tells it best.

While hustling across the Pacific at ten knots, the gollywobbler halyard atop the schooner's 110-ft mast parted and needed to be replaced. With the one masthead halyard broken and the other holding the mainsail up, you'd assume the only way to make repairs would be to drop the main.

No way. Louie Nilson slung one bosun's chair over his shoulder while riding another one 80 feet up to the top of the staysail halyard. There he abandoned the first chair and free-climbed ten feet up the mainsail luff to the head of the main. He stopped to lash the main to the mast, then removed the main halyard and secured it to his second bosun's chair. He rode the now-free main halyard to the top of the mast and replaced the broken gollywobbler halyard. He more or less repeated the process on the way down.

It's true he risked his life completing such a manuever, but hell, he probably saved *Flying Cloud* 20 minutes getting to Hawaii. And as much as anything else, that embodies the spirit of the TransPac. Good luck to all!

- latitude 38

For a terrific history, we recommend Jack Smock's TransPac 1906 — 1979. The 720-page hardback is available from the TransPac YC for about \$50.

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**NIGHTENGALE 24 1975 ISLANDER BAHAMA 28, 1981** 27' BALBOA --- 1980 Tom Wylie design Bay racer, fully equipped for racing or Like new condition, loaded with equipment, including spin-Main, 90, 120. Compass, depthfinder, knotmeter. VHF. 9.9 hp cruising. Will consider small boat or sports car for partial naker, stereo, diesel engine and much more. Asking \$43,500. Chrysler O.B. with Inboard controls. Vanson trailer. Excellent trade Ballena Bay berth. Asking \$14,950. (415) 521-4998 (408) 427-3025 after 11 am. condition, \$21,500. (415) 521-4998 **CHEOY LEE 41 KETCH 1980 AMF FORCE 5 14' SAILBOAT** RANGER 23 New Navtec rigging, new bottom paint, new interlor, With trailer and cover. Sailed In fresh water only. Fantastic Owner finance. 1974 model, extra sails, spinnaker pole. cushions, Furuno LC70 Loran, VHF depth sounder. Com-\$1,200 finance through owner at 12%, \$2,400 down. Penincondition, must see to appreciate! \$1,400 or best offer. M-F, pletely set up for ocean sailing or Delta cruising. Asking sula Marina, Redwood City berth. Henry Parsons (415) 9-5 call 757-1141, eves. & wknds. 625-1190 (415) 521-4998. 376-2355 or leave message (415) 328-6848. GO FAST 1982 STILETTO 27' HIGH TECH CAT **VERTUE 25 CRUISING SLOOP** Catamaran — Prindle 16. Used 3 times, excellent condition. Race ready -- 5 sails Incld. spinnaker w/removable cruising A very special boat. Lime green hulls and multicolored sails. Custom heavy duty amenities. Perfect high performance daysailer and Delta trailer. Divorce forces sale at \$2,650, plus \$100 for a ton of (415) 982-8400 ext. 400 wkdays cruiser (longer trips via custom traller). Loaded and way extra equipment. Located at Brickyard Cove. (707) 584-7033 below replacement. Call owner at (408) 496-8045 (d), (415) (d); (707) 664-9087 (e). 949-1637 (d). TRADE **HUNTER SAIL BOAT** WINCHES — BARIENT #28—pair Our slip for your trailer. Put your boat in the water and let us 1977 Yanmar diesel. Excellent condition. Locked steering, 2 speed, self-tailing, stainless steel. Like new. \$2,190. use your 26' trailer for one month this summer. Marshall swim ladder, club jib and many extras too numerous to men-(415) 323-3027. (408) 338-4826 (after 6:00) Call (916) 486-0589. **CATALINA 22 DISTRESS SALE** 31' BOMBAY MOTORSAILOR 1975, retractable keel, portapotti, trailer, class sails, low Of Columbia '50 Hull includes Isuzu 60 hp diesel motor, 95 77 heavy built fiberglass shoal draft, furl main and jib. Volvo hours (minutes?) on Mercury 4.5. This fully race rigged boat gallon fuel tanks, 16,000 lbs. lead and steel ballast, rudder, diesel ½ gl/hr., engine alarm, autopilot, Bemani top, shoremakes an excellent pocket cruiser. top rail, and other work completed. Located at Pete's Harbor, power, radio, digital depth finder, cockpit cushions, double Mark (415) 825-5762 forward berth. Ready to go. \$42,950. Napa (707) 255-3757. Redwood City. Take over bank loan. Owner must sell. Call (408) 736-2468 or (408) 245-9393 WESTSAIL 43 WHAT'SA LASER II? TWO - #44 LEWMAR WINCHES Tall rig cutter, launched December '76, factory finished, all Just imagine a Laser w/main, jib, trapeze and spinnaker. Brand new - 3 speed wood Interior, 8 sails, crulse equipped, electric windlass, 4 What's amazing is how easy it is to handle. I'm asking Chrome with blue covers anchors, refrigeration, ham, RDF, VHF, Telcor instruments, \$2,800 including deck cover and three wheel trailer. Call \$925.00 Auto-Helm windvane, easily sailed by couple, slip available. Tony at (707) 963-7357. (415) 457-8458 Jason (213) 549-5582 after 1 pm SAIL - SALE - SAIL PJ STANFAST 36 **40 ACRES** Classic 19 foot mahogany planked sloop. Great for the European quality is evident in this Frans Maas design. She is The most beautiful Sonoma County wine country mountain daysailor learning basic skills. Includes 6 hp Evinrude long stiff, has flush deck, diesel, B&G instruments, 7 Norths. top you've ever seen! Incredible views of Mt. Tam, ocean, Lightly used in fresh water. Will delivery to West Coast for shaft, excellent sails, Danforth anchor. \$2,995. Trailer \$400 Santa Rosa, Healdsburg, Geysers; new well, new septic extra. Private party. 448-5945; business 552-4206. Call Lee (312) 237-8381. system. Fenced 6,000 sq. ft. established garden. Gardner's cottage with attached greenhouse. Arco solar electric system. 4 kw Kohler propane generator. Completely self suf-**BRISTOL 32** 1/2 PARTNERSHIP 36' MAGELLEN ficient. PG&E nearby if desired. Phone in, ready for your For sale - Santa Cruz Harbor. One half partnership in 36' Cruise this proven Mex vet. 1979 ketch rig with storm, work-

dream home. Our dream? To sail away. Will trade equity for your cruising sailboat 40' +. Lou or Bill (707) 869-3002.

MAGELLAN 35 SLOOP Great liveaboard! Aft cabin, mahogany hull, teak decks & house. 65 hp Ford diesel, wheel steering, 3 headsails & heavy main. Asking \$35,000 or best offer. Must sell im-Call 658-7709 eves. mediately.

ing, 120 and 150 sails. Autopilot, SatNav, VHF, knotmeter and depthsounder. MOB and EPIRB. Propane stove with oven, lots of storage, dodger, cushions, weather cloths, awnings and spares for every part of the boat (just about). 22 hp Yanmar diesel, 3 anchors with chain/rode. Beautiful boat in superb condition, add water (75 gals.), fuel (25 gals.) and food (all kinds of storage space) and do it now. Asking \$45,500 but will be flexible for someone who promises to be (408) 354-4457. kind to our cruising friend — Sojourner.

Magellen FG ketch in permanent berth, excellent cruising boat, perfect condition, Hood roller furling, Volvo diesel, teak Serious brokers call (408) 423-5175.

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Recently hauled, new jib, outboard, cover, excellent condi-Phone (408) 996-1386. tion. \$7,300.

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1969 fiberglass sloop, trailer, 9.9 hp Johnson outboard, 4 sails, lapper, genoa, spinnaker, main. Berkeley dry berth. (415) 932-8148

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A super boat for the cruiser or racer at an affordable price! Full complement of sails, plus extras. Weli-maintained by owner ... just like new. Berthable or trailerable - your Nick Franks (408) 289-9751

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1981, exc. cond., w/Oakland berth, Universal diesel Halon, head, holding tank, hot water tank, 110v, shower, sleeps 6, al. stove, North sails, jiffy reef., Schafer self-furl. jib, whl. steering, VHF, depth w/alarm, k.m. By owner \$44,000. (408) 263-7190

### ISLANDER — BAHAMA 30-FT, 1980

Volvo-Penta MD7A dsl w/Racor filters, North main, 90% & 110% jib & Sutter radial headsail, k.m., d.s., 50-chnl marine radio, Lewmar halyard winches, ocean strobe, more. Perfect condition/1 owner. \$39,900. John 849-3848 evenings

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Have Hunter 33, excellent condition, owner flexible. Boat in Redwood City, can relocate. 1/4 share, \$4000 plus monthly payments. Richard Riley (408) 737-0124 (d), (408) 738-1780 (e) or (916) 333-4211.

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Spotless, customized f.g. Lyle Hess cutter, fully equipped with trailer. Owner: (206) 827-6133

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A 14-ft pocket cruiser, 2 bunks, jib, genoa, reef points, sail cover, full boat cover, custom floor boards, anchors and rode, Little Dude trailer. 459-1984, 388-7330, \$1,800.

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Help restore 3 masted schooner. Boat needs labor, material & respect. Awesome sailing potential, help in exchange for sailing priviledges. Berthed in San Pedro, CA. Call/Write Jan Polewaczyk

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5 h.p. long shaft Seagull outboard, new condition, just serviced, extras. \$225.00 (415) 824-2573

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Surveyed replacement: \$135,000. Will sell for \$65,000. Near new, 37' O.A., full keel, dbl-end., tiller, sleeps 5-6, needs nothing, 5 pgs of extras. Has sailed Mexico, Hawaii, N.W. Canada. Extraordinary bargain. Call (408) 353-2245

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Swing keel, sleeps 5, galley, head, safety equipment, anchor + chain, lights, battery, 6 h.p. Johnson, Trail-Rite trlr = ask-Alameda berth & free sailing lessons. Roger after 6 p.m. 846-0938

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San Juan 24 Race Ready. 3 spinnaker sails — 1 year. \$13,500 with trailer (206) 423-9620/425-4909 Peter

### SANTA CRUZ 27 — MOVE

#113, excellent condition, probably the cleanest one on the Bay, 1982 MORA II season champ, all ocean racing equipment + RDF, VHF, new outboard, trailer & many extras. \$21,000/best offer. (415) 524-0370, ask for Greg.

### TWO HOLLOW SPRUCE MASTS W/3 BOOMS

Tapered, varnished, main 68', mizzen 39'. \$8500 cash. Includes all hardware. Contact Mel Otis (714) 962-4500 or ask for Mrs. Boucher. Or Peter Mollan (619) 291-3656

### **CUSTOM WYLIE 3/4 TON "PEGASUS"**

For sale, 1982 full race IOR, unidirectional "S" glass, vinyl resin construciton, Horizon Mylar and 2-ply sails, computer, digital depth, LPU finish, birch, mahogany, oak interior, deck prisms, open transom, refrigerator, 2 and 3 speed self tailing winches, BMW 35 diesel, stereo, gimballed berths, CNG stove, ground tackle. Has won singlehanded TransPac, 2 Hawaii series, currently 2nd overall, 1st in class Danforth. Sailed only six months, like new. Built to win. \$74,500 Dan 521-7172

### RANGER 23

Fun and safe for the coming heavy weather (built originally for MORA). Equipped to race or cruise, VHF, Johnson 6, ex-(415) 332-8734 tras. \$13,950. Make offer.

22' WHALER, 175 hp + TROLLING ENGINE
Ship/shore radio, depthsounder, conv. top, full cover, tandem trailer, exc. cond. Price \$12,000. V-bunk, inside storage. 956-5155 or eve 435-9705. Ask for W.K. Polite

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Rawson 30. Great liveaboard, Aries, fatho, speedo, Edson wheel steering, ground tackle, VHF, tall rig, keel modification, new rudder, bowsprit, diesel, 1977. 6 bags sails. Al at 465-9141 days; 769-9423 eves.

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New race inventory, including Mylar, Loran C, knotmeter, compass and much more. Experienced sailors only. Jack London Square. 452-2563 (days only)

### **INTERNATIONAL FOLKBOAT 26'**

Full keel fiberglass sloop, built Sweden, terrific Bay boat. Sleeps 4 in 2 cabins. Flush toilet, galley, 2 sails sails incl. new Pineapples, big light air flasher. New 7.5 h.p. Evinrude. New dark blue paint looks a dream. Sausalite berth \$16,000. Lee Spelman 332-3135

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Come play in the sun! New 37' Cutter based in Marina Del Rey has autopilot, sport dinghy, stereo, furling jibs and lots more.

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Sail the Bay or Offshore; Licensed Captain. Full sail inventory and electronics. One of the fastest yachts in the San Francisco Bay. Berthed in Sausalito. (408) 257-6910

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Rent new 36-ft S2 sloop, speed and fun with comfort. \$150/24 hour day, overnight and block discounts available. (415) 960-0120 or (415) 851-7494, No Club Fees Just GO-FOR-IT SAILING

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A rare opportunity to own one of the most beautiful schooners in the world. This fast, powerful and elegant 61-ft Alden Classic with her extensive inventory and bristol condition is now for sale! \$285,000 Call Jim Craig: (415) 459-5600, Pacific States Yachts

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Charter a pretty, comfortable 28-ft sloop for ½ day, all day, or all weekend. Able sailer, lots of amenities, great rates. East Bay Berth. Skipper Available. BAY BAREBOAT CO. (415) 829-7178

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Evinrude 6hp, head, 2 complete sets of sails, berth, extra cushions & jackets, stove, dishes, silverware, whisker pole, compass, cabin lights, rigged for sound, just painted mast, boom & bottom. Many extras. (415) 641-0281.

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12' F-2 Lighting, fully retrackable daggerboard, 6 footstraps, patlove 59er sail, PanAm design, very fast, \$900. 10'6" Alpha chi chi pintail, 6 foot straps, fully retrackable daggerboard, Neil Fride €0 sq.ft. speed sail, very fast & great jumper, \$995. Call Eves. (707) 255-6389 or (707) 963-7480.

### RHODES 19

Good condition, 1981 Evinrude 4.5 outboard plus remote tank, 2 mains, 2 working jibs, extingulsher, P.F.D's, seat cushions, anchor & rode, spare line, slab reefing, hand bilge pump, new running rigging. San Rulael berth. 753-1736 eves.

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22-foot sloop. In good cond., hull in excellent cond. Many, many extras incl: 6hp outboard, 5 sails, 2 anchors, freshwater, mini-galley, all nec. lines, incl. 40' anchor rode, dinghy, compass, list goes on & on. Berkeley berth. Excellent buy at \$4900. Peter 642-4016 (am), 653-1538 (e). Persist!

### CHEOY LEE OFFSHORE 40 YAWL '74

Tri-cabin, 2 heads, shower, SS sinks, Westerbeke 4 cyl diesel 113 hrs., 100 gal water tank, 60 gal. fuel, self-tending jib, F/G dinghy, fully instrumented, recent haulout, beautiful, fast cruising boat. For sale by original owner. (415) 388-3518

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Fiberglass hull; deck, cabin, cockpit, ballast, sails, beautiful 331-2917.

### **CRUISING SAILBDATS**

1980 Rafiki-35, Airex hull, teak decks, Volvo diesel, VHF, depth, etc., like new, \$68,000/offer; 1971 Tylercraft-24, twin keel sloop, 10 hp Merc, trailer, \$6,900/offer. (408) 925-1295 weekdays; (408) 867-9202 after 6 pm

### **CAL - 20**

Extra clean, 2 sets sails (one brand new racing set), new Evinrude 4 hp motor, extra equipment included, berthed Paradise Cay, Tiburon, \$4,400. Call 924-6149 5-7 pm daily or 587-0398 evenings.

### SANTANA 27 WITH BERKELEY BERTH

1972, Atomic 4 inboard. Just hauled, bottom clean and painted. Main, club and 150 jibs. New batteries. Anchors, \$15,500. fathometer, compass, holding tank. (415) 894-5276 work / (415) 524-0301 home

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Johnson — six horsepower — seldom used — motor mount, accessories included. 236-1635

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"Cheap Thrill", class winner '83 Metro Midwinters. Thousands of dollars in new rig and custom hardware make this seaworthy boat one of the fastest in a fast fleet. Trailer, OB, VHF, North racing sails, full set of "play sails", anchor, extra sheets, shackles, etc. etc. Figure it out - it costs you five grand to set up a new boat comparably. Priced right -

### 77 PEARSON 10 METER

Perfect Racing / Cruising yacht. Competitive PHRF racer yet sleeps 7 comfortably in well appointed cabin. Built to Pearson Yacht's highest standards of strength and quality. Fully equipped; sails, instruments, extras. LOA 33, LWL 29, 12000 lbs. \$56K or B/O. 620-2635 days; 492-0532 eves.

### **BEAR BOAT**

#5 Relent hull, mast & rigging work, 2 sets of sails, spin-naker. Needs deck and cabin cosmetics. Berkeley berth negotiable, \$5,300/B.O. (415) 653-3105.

825-7462 / 433-6168. owner can assist with financing.

### **WILDERNESS 21**

Race equipped, 6 bags of sails, outboard, trailer, Coyote Point 321-4121 x.261 days; 969-6456 eves. berth, \$12,000.

### SAILBOAT WANTED

30-40' gear for shorthand bay/cruise, for income prop, notes, and cash. (707) 539-6063.

### FOR SALE

Kelvin Hughes sextant, ss/bronze, never used \$300 (pd \$460) 75). 12-3/8 ss turnbuckles w/10 3/8 ss toggles \$200. 15 Norsemen swedges \$125. Whale gusher 10 \$60. Walker km taffrail log \$125. 25lb plow anchor \$150. 3-21/2x81/2 deck prisms w/cast brnz flange \$40/ea. 826-3135(d)/861-3219(e)

### 38-FOOT CLASSIC WOODEN FARALLONE CLIPPER

Just hauled and bottom cleaned and hull painted and varnished. Like new condition. 50 hp Perkins 4 cyl. diesel, rebuilt 1982, lo hours, used 1/2 gal, diesel fuel per hour. Through the hull head, new depthsounder, radio, FG cabin, new teak decks, glmballed kerosene stove heater, shore power, many extras. San Rafael dock available. Must Sell! This boat is a steal at the reduced price of \$34,900. Ready to Call (415) 453-9704 or 459-3466. sail anywhere.

### 30' CORONADO

Highly customized, very clean, teak trimmed ports, insulated interior w/new cushions, hot water, inboard, full canvas, efficient sea galley, too many extras to list, call for more details, (415) 479-7824. \$23,000. Possible slip.

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Sails, good rigging, heavy 60's fiberglass construction, Lapworth design, full keel, displ 3800 lbs, 20' LWL. Flush deck, roomy interior, galley. Sailed from L.A. A Gladiator has sailed Stan (415) 922-8641 for info. to Hawaii in 19 days.

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Call: Joss Wilson Underwater Services (415) 566-7826 Hulls Cleaned, Zincs, Inspections

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Outstanding condition. Hauled last September, new bottom paint. 7.5 hp O.B. Compass, VHF radio, depth sounder, spinnaker pole. Sleeps 5. All teak interior. One of sharpest Ranger \$15,000.

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### **SELLING PARTNERSHIP**

26' Pearson Commander, fiberglass, full keel, stiff cruiser. Large cockpit, perfect for daysailing. Sleeps 4. San Francisco Marina Green berth (worth as much as boat). Partner sails during week; you get weekends.

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# 44' SEA WOLF KETCH - 1977

Full keel, center cockpit, aft state room, interior teak, sleeps 6, Ford Lehman 80 hp with only 193 hours, equipped for cruising and liveaboard, comes w/legal liveaboard slip. \$115,000. (707) 778-0211; (415) 892-1224. Ask for Don or

### SONOMA 30

Schumacher designed with daggerboard for outstanding performance on all points of sail. With daggerboard up she may be beached, easily launched from any ramp, or hauled behind a vehicle. Includes full race inventory, trailer, electronics. Call Bill (408) 295-1444 x.588

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I need a trailer for my Catalina 22. Will pay cash or trade my 6 hp Evinrude (excellent condition). Call evenings or weekends (collect ok) (209) 369-4424.

1937 Olympic racer 221/2 ft. Boat is basically sound, but needs paint and new mast. Boat, trailer and sails. \$1000. (415) 969-1703 or (415) 948-8573

43' VAN DAM STEEL CUTTER --- \$59,000 Stored in Florida. Needs work. Extensive inventory. Consider California real estate, large trailable, and cash offers. P.O. Box 505, Meadow Vista, CA 95722

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1958 fiberglass, new diesel, wheel steering, fifteen sails, inflatable, electronics, cruise ready. \$59,000. After 6 p.m. (415) 332-7543

### **BANGER 28**

1978 model, excellent condition. \$25,000 Atomic 4 engine. Ballena Bay (Alameda) berth (408) 923-8875 evenings.

\$100/Day.

# **TARTAN 30 CHARTER**

Berthed Pier 39 Sloop rigged, two headsails, sleeps 5-6. Fully Equipped

\$200/weekend

397-2294 days, 585-6907 nites/weekends

deck, windows, plating. Yacht quality.

\$21,000/Best offer.

### SAILING CHARTERS — U.S. 33

Performance sloop, Oakland Estuary berth, teak interior, shower, sleeps 6, VHF, depth sonar, stereo, working w/130% genoa, 110v shorepower, pressure water, water heater, \$130/Day (24 hr) Fri.Sun. alcohol stove/oven, tiller steering. Dennis Salisbury 655-3220 For Sale: \$45,000.

### THE PHOBOS — 48 FT. KETCH

More beautiful, more well-equipped, sounder than ever, this classic wood cruising vessel is available for viewing in Sausalito. Custom built in '71, 'Phobos' has twice circumnavigated and has just returned from the Pacific. Solid teak interior — finest tapestry upholstery. Remodeled galley — top line stove — 50 bottle spice rack — Norstad ceramic basin. New deck — Kapour over floreglass. Diving compressor, Tracor Satellite navigator, separate engine room, etc. \$168,500. (415) 332-1171. Ask for Larry.

### ARIES 32

28' "ROYA" FOR SALE

Blue water, cruiser, Atlantic, Caribbean, Pacific vet. Quality

English fiberglass (almost reef proof). Sloop rig, diesel, anchor winch, all chain vane, liferaft, morel Emeryville berth. It

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Bargain at \$25,000.

Call (415) 331-1453.

Phone 387-8562 or 451-0544.

wants to cruise, but owner can't.

or ? Leaving soon.

Gillmer design double ended full keel sloop. Beautiful Bay and offshore cruise. Sausalito berth. \$39,500. Excellent condition throughout.

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WANTED

Used cruiser gear: charts for Mexico, French Polynesia; taf-

frail log; cannister liferaft; dinghy; whisker poles; sextant -

**EXCALIBUR 26** 

Fully equipped cruising/racing, 9 sails. Good condition. Fast

racing design plus convenience for family sailing. Best offer

### **CORONADO 25**

Good condition, very clean, new Honda 10 hp. "Long Shot" top racer in its class. Rerigged above std. Whiskerpole, new Traveler system, boom. Many extras: AM/FM cassette, 2 sets of sails, hardware. \$9,500. (415) 985-1860 eves.

### **ISLANDER 30 MK I**

Mint condition fiberglass sloop with full keel. Excellent, well built, safe cruiser. Located in Alameda in a liveaboard slip, equipment includes a club jib, 150% genoa, radio telephone, depth sounder, knot meter, RDF. Bill (408) 295-1444 x.588.

'Syrinx' Classic 40-foot Teak Cutter Fast. Canoe sterned. Exceptionally strong. Built to Lloyd's A-1 specs in 1936.

Quality equipped throughout. \$69,500. After 14 years and 30,000 miles, we've moved ashore.

SANTANA 20

1981, excellent condition, 110, 150, spinnaker, main

w/cover, tandem trailer, 3.5 hp OB, stereo/cassette, com-

pass, knotmeter, life jackets, anchor. Sailed Folsom Lake,

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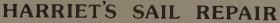
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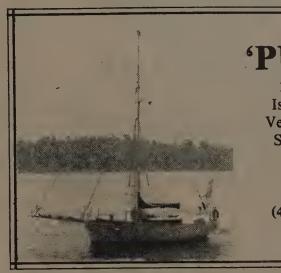
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# ADVERTISER'S INDEX

	0
Al's Marine Store	.9
Americana Coastal Cruising	.27
	10
Argonauta Boatworks	. 149
Ark Marine	. 149
Asher Engineering	. 149
Bailiwick	. 16/
Barbary Coast	. 149
lack Barr Yacht Sales	. 177
Basin Boatworks	. 176
Bay Riggers, Inc	34
Baytronics Corporation	28
John Beery Yachts	16
Berkeley Marine Center	44
B&L Sails	. 176
Blue Dolphin Yachts	. 203
BMW Marine Repower	88
Boater's Friend	77
Boater's Supply	12
Chris Bock Instruments	49
Boy Scouts of America	.126
Brisbane Marina	28
Cal-Marine Electronics	34
California Maritime Academy	. 131
California Sailing.	S7
Capital Insurance	. 167
Captain George	35
Captain Ocorge	

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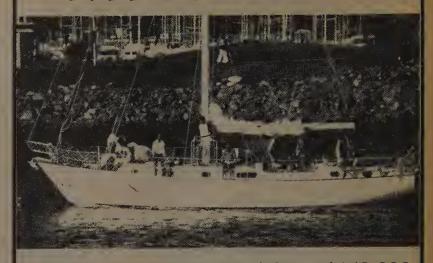
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Rigged for two people to handle, room for a crowd.

- \* Raytheon Radar
- \* Aries Windvane
- \* Avon 8-man Cannister
- \* Achilles Dinghy
- \* Seagull Outboard
- \* Refrigeration
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P.O. Box 892, Coronado, CA 92118

# SEE US FOR YOUR BROKERAGE NEEDS

# 

# 27' ERICSON '74 clean, outboard ... 19,000 27' CAL T-2 '73 sloop ... ... 19,000 28' PACIFIC (P-28) '58 ... .. SOLD 16,500 29' SOVERAL '64 shoal draft sloop ... 16,500 49' SOVERAL '64 shoal draft sloop ... 16,500 49' Is in excellent condition, has the

"Meg" is in excellent condition, has the deluxe interior, and a good sail inventory. Reduced for quick sail from \$80,000 to \$74,750. sistership

### **1979 ISLANDER 36**

"Ship A'hoy" is well equipped for cruising or would make a great liveaboard. Owner will consider real estate trade. Asking \$84,900.

### **1975 ISLANDER 36**

The first strong offer will steal this TRADE-IN. Hurry in to see her at our docks.

### **1977 ISLANDER 32**

The "ZIPPER" is back on the market at a bargain price. \$43,500.

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### 25' KIRBY daysailer\*

"MAD MARTHA" is in "as new" condition. 1979. Excellent boat at \$17,900.



### 26' RANGER\*

This popular one-design class has a good sail inventory. Asking \$14,900.

### 26' PEARSON ARIEL\*

Another popular one-design. Available with Sausalito berth. Priced to move quickly. \$11,900.

### 27' O'DAY sloop\*

We have just listed two of these fine boats. One w/i.b. dsl. From \$26,500.

### **OUR SPECIAL:**

### 48' STAYSAIL SCHOONER

"PALADIN" is 60' overall, is custom equipped for intercontinental passages. Brought up to bristol condition. **Inquire**.

39' FREYA '76 sloop, strongi	75,000 (
39' CAL '71 MKI race/crulse	
40' OFFSHORE '65 bristol cond	
40' COLUMBIA '65 by Morgan	
40' MARINER '68 ketch loaded	
41' ISLANDER '73 Gurney race 1	
41' ISLANDER FREEPORT '761	
41' YANKEE CLIPPER '75 ketch	
41' GULFSTAR sloops (2) from	
41' GULFSTAR '75 ketch	
41' KINGS LEGEND (new)	
41' MORGAN '78 Out/Isle 1	
42' ATKINS '81 ketch	Inquire ·
42' WESTSAIL '75' ketch	50,000
44' PETERSON '78 cutter	39,900
47' CARIBE '80SOLD 1	
50' GULFSTAR '77 ketch1	69,500
51' FORCE 50 '79 ketch	55,000
52' CHEOY LEE '80 m/s ketch 2	
POWER	
38' CHRIS CONNIE '78 f/g 1	16.000
46' MONK '75 sportfisher	83,000
45' NEWPORT '70 Trawler	49,000
57' CHRIS '66 motor yacht 1	67,500
65' COM'L TROLLER '78	
ferro-cement	25,000
68' NORTHSEA '63 trawler	
NEW SAILBOATS SAILAWAY	PRICE
18' COLDEN WAVE on all soble	

42' GOLDEN WAVE sloop dinette.. 130,000

48' GOLDEN WAVE ketch

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\$290,000

# 42' COOPER



\$127,500

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\$240,000

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\$115,343

# 46' IRWIN



\$126,500 less rebate



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	SELECT BROKERAGE SAIL	
	50' Gulfstar Sail Master, sloop, 1982	\$\$290,000
	50' Gulfstar ketch, 1980	185,000
	50' Gulfstar ketch, 1979	190,000
	50' Gulfstar ketch, 1977	150,000
	48' German Frers, Bravura	, 200,000
	47' Olympic Offshore ketch, 1974	134,500
	47' Gulfstar Sail Master ketch, 1981	279,500
	47' Gulfstar Sail Master ketch, 1980	240,000
	47' Gulfstar Sail Master ketch, 1979	240,000
	45' C/L Marine ketch, 1979	120,000
	44' Gulfstar sloop, 1981	172,500
	44' Nautor Swan sloop, 1979	256,000
	44' Pearson sloop, 1975	117,500
	44' Peterson cutter, 1978	139,900
	42' Cooper Pilot House sloop, 1981	127,500
	42' Westsail ketch, 1976	150,000
	41' DownEast Pilot House cutter, 1980	85,000
	41' Gulfstar ketch, 1975	105,000
	41' Gulfstar ketch, 1974	89,750
	40' Cheov Lee Midship ketch, 1977	92,500
	40' Cheov Lee Offshore yawl, 1974	79,500
	40' Valiant cutter, 1979	149,000
	40' Valiant sloop, 1976	140,000
	38' DownEast cutter, 1980	79,500
	38' DownEast cutter, 1975	84,750
	37' Condor sloop, 1979	89,000
	37' Gulfstar sloop, 1977	79,500
	37' Fisher Motor Sailer, 1978	125,000
	37' Irwin ketch, 1974	74,500
	36' Columbia sloop, 1968	35,600
	36' Islander cutter, 1978	, 116,500
	36' Islander sloop, 1976	66,500
	36' S-2 sloop, 1979	73,500
	36' Hunter sloop, 1981	66,000
	35' Magellan sloop, 1965	39,500
	34' Hans Christian cutter, 1978	79,500

	ith engine, 1979	
	op, diesel, 1970	
31' Crane Bro's r	racing sloop, 1976	38,000
31' Etchells racin	g sloop, 1976	9,500
27' C/S sloop, 19	979	26,500
26' Cheoy Lee slo	oop, 1964	14,900
25' Santana, 1973	3	12,900
24' San Juan sloo	op, 1974	14,900
24' Stonehorse cu	utter, 1974	23,000
23' Custom Moto	or Sailer, 1982	25,000
22' Columbia slo	op, 1968	4,200
22' Santana sloop	p, 1968	5,800
	ECT BROKERAGE POWE	
78' Feadship, 196	64	\$750,000
68' Pacemaker, 1	1969	350,000
68' Custom Moto	or Yacht, 1954	385,000
65' Pacemaker, 1	1972	400,000
64' Chris Roame	r, 1964	350,000
58' Hatteras Mot	tor Yacht, 1971	395,000
57' Chris Conste	llation, 1968	220,000
57' Chris Conste	llation, 1967	165,000
57' Chris Conste	ilation, 1966	167,500
55' C & L Trawl	ler, 1981	250,000
52' Bluewater M	otor Yacht, 1982	190,000
50' Rose Bros. S	port Fisher, 1971	179,950
49' Defever Trav	wler, 1979	215,000
49' Marine Trade	er Trawler, 1978	199,000
47' Bluewater M	otor Yacht, diesel, 1982	195,000
47' Bluewater M	otor Yacht, 1982	170,000
47' Suwanee Ho	useboat, 1970	47,900
47' Suwance Ho	useboat, 1969	52,000
45' Bluewater Se	edan, 1979	120,000
45' Carl Craft H	louseboat, 1980	76,000
45' Newport Tra	wler, 1970	149,000
44' Gulfstar Mot	tor Yacht, 1979	210,000
44' Gulfstar Mo	tor Yacht, 1979	199,500
	tor Yacht, 1979	
T CO-OP	/ BERTH A	VAILAI
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\$77,300	ı
44' Marine Trader Trawler, 1977120,000	
43' Gulfstar Trawler Yacht, 1976140,000	ı
40' Bluewater Sedan, 1979 96,000	
40' Bluewater Sedan, 1979 89,500	
40' Cruise A Home Houseboat, 1973 45,000	ı
40' Cruise A Home Houseboat, 197339,900	
40' Vega Sport Fisher, 1975 1975 83,000	
38' Chris Coho Cruiser, 1974	
38' Pacemaker Sport Fisher, 1972	
38' Pacemaker Crulser, 1965 32,000	
38' Viking Sports Fisher, 1968	I
37' California Trawler, 1972	
36' Chris Constellation, 1960	
36' Forbes Houseboat, 1978	
36' Gibson Houseboat, 1980	
36' Grand Banks Trawler, 1971	!
36' Grand Banks Trawler, 1970	
36' Willard Trawler, 1966	
35' Bluewater Tri-Cabin, 1978 69,900	
34' California Trawler, 1979	
34' California Trawler, 1979	
34' California Trawler, 1977	0
34' Executive F/B Sedan, 1977	0
32' Grand Banks Trawler, 197985,00	0
32' Grand Banks Trawler, 1968	0
32' Luhrs F/B Sedan, 1970	0
31' Silverton F/B Sedan, 1980	0
28' Luhrs F/B Sedan, 1974	0
28' Trojan Cruiser, 1968	0
27' Chris Cavaller, 1906	0
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COMMERICAL FISHING BOATS	
42' Ed Monk, 1980189,50	10
40' Converted LCVP, 194525,00	W
22' Reinell, 1975	00

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19' Gaff slooptry \$3,500
24' Cox sloop, cruise equipped, fireplace11,750
25' Vertue sloop, Laurent Giles-design, new rig24,000
26' Thunderbird, 9½ h.p. Evinrude, spinnaker4,500
28' H-28, new Atomic 4, all teak interior
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35' Mariner ketch
35' Crosby sloop, needs work, good liveaboard12,500
36' Herreshoff Nereia ketch, diesel, teak, more
38' Farallon Clipper, totally re-built, fresh diesel
40' Concordia Motorsailer, gorgeous
40' Gauntlet Bermudian Cutter, Fastnet veteran
46' Garden ketch, custom cruise equipped, diesel125,000
46' Custom ketch, strip planked, new diesel
46' Alden cutter, bristol, new interior
60' Maine schooner, Marconi rig, Master Mariner '82reduced to 140,000
- FIBERGLASS -
20' Cal\$4.450
22' Columbia, 10 h.p. Honda5,000
26' Dawson, aft cabin inboard\
27' Bandholm Sloop, inboard
30' Rawson, 1976, diesel
35' Coronado
39' Freya, kit w/diesel, unfinished
POWER —
38' Viking Flybridge Cruiser, new twin diesel
40' Swanson, ferro-coated hull, diesel, liveaboard berth6,500
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CAULKINS 50. Classic. Completely refitted with new decks, rigging & electronics. Ready to cruise. ASKING \$109,000.



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	36' ISLANDER \$68,900 U
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32 DREADNAUGHT 31,500	39' H.C. PILOTHOUSE 149,500
32' DOWNEAST52,000	41' CT ketch99,500
34' CAL (2)39,500	43' CHALLENGER79,500
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WESTSAIL 42 — After a long wait, this pristine ketch has just arrived at our brokerage docks, & is available for viewing.

Perkins 4-154 dsl. engine, loaded with safety systems & accomodations for cruising or living aboard.

\$139,000

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63'	WILLIAM HAND DESIGN KETCH — GM 471 Dsl. Engine. Ciassic yacht needs new loving owner
55'	BRUCE ROBERTS — 1981 — FORD Lehman Dsl., fully rigged and sailing, with accomodations for living aboard
54'	SCHOONER — 1980 — Gardner dsl. Built to Yacht standards for Albacore fishery. AT OUR DOCKS
47'	OLYMPIC OFFSHORE CRUISING KETCH — 1974 — Westerbeke 4-230 dsl. Extensive list of equipment, fascinating history
41'	MORGAN O.I. — We have three!! One at our docks! Each vessel is dif- ferent and loaded with equipment from \$86,900
40'	OCEAN AFT CABIN MOTORSAILER — NEW!! — Beautiful is the only way to describe this vessel
40'	VALIANT — 1979 — Rbt. Perry design. Perkins 4 dsl. eng. Best Equipped Valiant on the West Coast Market
40'	GERMANIA KETCH — 1980 — Perkins 4 Dsl. Engine. Aft master Stateroom w/full beam berth. New on the market — priced to sell. \$90,000
40'	STADEL'S KETCH — 1¼" carved mahogany planking, 2½ X 2½" oak frames on 10" center!!! Full keel, 7 bags of sails. Just completed Mexico cruise. Strong, heavily built boa? with classic lines. \$69,500
39'	WESTSAIL 11.8 Cutter — 1979 — Perry design. Pisces 40 hp dsl. eng. Self-furling system, loaded & ready to cruise
37'	ALDEN Cutter Pisces 27 hp dsl. eng., sleeps 5, dinghy, heads will turn with this classic sails by
32'	WESTSAIL — We have Two — Both with Sausalito Liveaboard Berths!!  Prices starting at
32'	O'DAY AFT CABIN — 1977 — New on the market, Flexible Financing \$43,500
30'	ISLANDER MARK II — 1973 — Palmer 4 Engine, Sausalito berth, tiller steering, owner may consider partnership
30°	ALLIED CHANCE — 1975 — Palmer Engine. New on the market, Atour docks and ready for viewing
27'	NEWPORT SLOOP — Atomic 4 eng., 4 bags of sails, whisker pole, boom vang, Tillermaster, just hauled & bottom painted, at our docks. \$19,000
26'	PEARSON ARIEL — 6 hp Johnson o.b. motor, RDF, depthsounder, (5) bags of sails, Marine type head, ready to sail
25'	FIBERGLASS FOLKBOAT — 1970 — Looks great — large bay class.  At our docks!

NEWPORT — Sleeps 5, Evinrude 4 hp engine, fin keel, halyards led aft, Boom Vang, Jiffy Reefing, whisker pole, backstay Adjuster .... \$4,900



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25' Aleutka cutter, 1981, vane, ready for a cruise, clean	\$18,500
27' Nor'Sea sloop, 1979, rare aft cockplt model, custom	44,950
28' Samural sloop, 1959, heavily built, vane, ready to go	23,500
28' Rhodes Ranger, vane, South Pacific veteran	
30' Herreshoff ketches, several of these good sallers from	
30' Bodega sloop, 1977, in nearly new condition, very able	
31' Mariner, 1968, one of the rare wooden ketches, only	
32' Nantucket Clipper yawi, 1971, Arles, Atlantic vet	
38' Bluewater Ingrids (2), one ready, one nearly so, from	
41' Gulfstar ketch, 1975, with very good gear, cruise vet	
42' Atkin ketch, 1981, new wood construction, must sell	
42' Alden Off Soundings cutter, 1940, refurbished	
42' Garden/Fung Porpolse, 1975, one owner, Immaculate	
44' Hanna brigantine, 1961, very experienced heavy boat	
45' Brewer Pinky Schooner, new wood construction	440.000
45' Atkin flush deck cutter, 1977, vane and other good gear	
45' Buchanan Dutch built steel cruising sloop, 1962, excellent.	
48' Trewes Vanguard Dutch steel ketch, 1968, aft cabin	
50' Gulfstar ketch, 1977, excellent gear and very clean	
85' North Sea Trawler/MS, 1960, Cat. diesel, very heavy	

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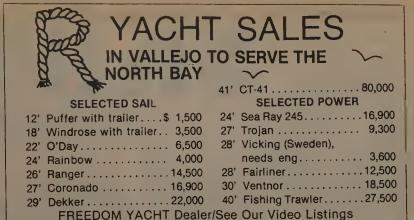
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16 HOBIE CAT - Priced low	1. 1 250
16' FREESTYLE CAT with trailer	0.1,250
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22' SANTANA, great shape	asking 6,000
22' SANTANA full race and loaded with extras	,,500
24' YANKEE DOLPHIN, by Sparkman & Stephens	only 8,000
24' CAL 2-24 full race	try offer of 6,500
25' ATKINIS Cruising Sloop, 30 hp engine, roomy	asking 10,000
25' DEARSON ARIFL full keel, well equipped	
27' PLICCANEER full race, diesel engine, clean	16,000
22' SWEDISH full keel cruising sloop	try 11,500
201 EICHER PILOTHOLISE diesel sloop, radar, etc	
22' COPONADO center cockpit, diesel, dbl-cabin	try 25,300
22' CLIPPER '77 dsl. shower, VHF, lifelines	try 14,500
221 MESTS All '75 full cruise and loaded	
22 PHODES by South Coast bristol condition	
24' COLLIMBIA MKII wheel steering, electronics	
ac EDICCON MKI full keel wheel. A-1	
ac' ALRERG full keel wheel, 7 sails	
221 COLLIMBIA complete refinish, cruise ready	
40' VALIANT gustom interior, ready to cruise :	
ALC T CARDEN KETCH 1970	asking 03,000
ALL CLU ESTAR double cabin center cockpit, diesel	
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42' ANIACAPA motorsailer by Challenger	
A CARDENI PORPOISE ketch very roomy	Offily 27,300
44' SPENCER center cockpit cruise equipped	try 90,000
S2' BRUCE KING CRUISING CUTTER, 4 double staterooms.	210,000
55' MASON by American Marine, all teak	175,000
We Also Have a Very Extensive List of Powerb	ooats —
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PEARSON 30, \$32,500 ISLANDER 36, 79,500 VALIANT, 154,000

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constantly, & I may have some suggestions if you haven't decided on a specific boat.
41' GULFSTAR SLOOP, '74. Center cockpit, shower, diesel INQUIRE
40' SWIET CTD COCKDIT KETCH '79, S&S-design, Lloyds certified. \$105,500
39' CUST. LIDGARD CUTTER '81. Cold molded NZ Kauri. Exc. workman
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32' ARIES, 77. Comfortable citaling boat. Bar., 711, etc. 30,000 30' ENGLISH SLOOP '69. Singlehander, vane, Avon, dsl & more
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30' OLSON '79. 9 sails and outboard
30' TAHITI KETCH, '61. Classic cruising boat. Dsi. & Avon. 32,500
30' PEARSON, '79. Atomic 4, VHF, clean
29' CAL "2-29" 75. Main & jib, wheel, Atomic 4, clean
28 PLUS ERICSON '82. Dsl, North Sails, combi, like new
28' WOOD CUTTER, '34. Traditional looking with inboard OFFER 28' WOOD CUTTER, '34. Traditional looking with inboard
28' ELDREDGE-McINNIS SLOOP '59. Lots of gear
28' ISLANDER '77. Race equipped w/halyards back, Volvo dsl & more 34,500
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27' TARTAN YAWL. S&S design. Gd inventory, very clean, SF slip 19,500
27' ALBIN VEGA '76. Dodger, 5 sails, diesel, very clean
25' KIRBY SLOOP '79. Well equipped by Laser designer
A OVICEON CULTED '69 Designed by Hess, Dull by Fally
24' COLUMBIA CHALLENGER '63
AA NICTIONICATE 772 by Wyle 7 sails & Outboard
A4 MOORE 270 North calls
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- I built boot in ad cond to want an nonest of capable person to
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50' FORCE 50. Nèw center cockpit ketch, berthing for 8 includes queensize aft cabin, ultra-luxury, unbelievably priced in mid-130's sailaway; pilothouse also avail. Inquire. (Sistership). May Be Seen At Our



43'7" SEA WOLF 44 DIESEL AUXILIARY KETCH. NEW - Sailaway \$103,680!! Call for details (sistership).



CAL 30, 1965. Extremely clean. \$29,500/offers.



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42' FORMOSA. Clean, diesel. \$79,000

20' MARIEHOLM	\$14,000
23' COX	, 11,500
23' RANGER	
23' BEAR	
24' EMERSON	4,200
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24' COLUMBIA	
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24' WINDWARD Sloop	8,900
24' NEPTUNE 24K, 1980	21,000
24' ISLANDER BAHAMA	2 from 7,500
25' CAL	10,000
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25' SANTANA 525	2 from 13,000
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25' NICHOLS SeaHorse yawl	
25' CHEOY LEE CLIPPER	2 from 15,500
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25' CONYPLEX SEXTANT	
25' NORDIC FOLKBOAT	2 from 5,400
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25' TANZER 7.5	10,500
25' PETERSON 2-25 full race	13,000
25' FOLKBOAT-BORRESON	10,000
25' LANCER	14,000

20 0 PRIENDSHIP SCHOONER21	rom 25,00
26' COLUMBIA 262 f	
26' INTERNATIONAL FOLKBOAT	27,000
26' ISLANDER EXCALIBUR	9,000
26' BAHAMA	16,50
26' PEARSON ARIEL	13,000
26' RANGER	16,30
26' S-2 aft cockpit sloop	
27' BRISTOL	
27' TARTAN	18,50
27' HUNTER diesel sloop	
27' COLUMBIA 8.3	
27' CAL 2-27	
28' BIG BEAR	
28' NICHOLS BUCCANEER2	
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29' COLUMBIA 8.7	
30' CAL, '65, extremely clean	
30' SCAMPI 30 MKIV dsl aux. slp	
30' RAWSON, diesel sloop	
30' AMERICAN sloop, Nichols design	
32' WAYFARER	
33' WINDWARD 33	
	20,00

34' PETERSON (NEW)69,666
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35' CORONADO aft cabin sloop2 from 44,000
37' FORMOSA ovenseas, diesel ketch55,000
37' IRWIN MK V ketch, diesel90,000
38' MORGAN 90,000
38' DOWNEAST cutter78,000
39' IRWIN CITATION F/G, diesel
40' MARCONI Dsl. Aux. trunk cabin ketch65,000
40' CHEOY LEE OS yawl, dlesel
40' PLOCK ISLAND CUTTED along signals.
40' BLOCK ISLAND CUTTER, sloop rig, dsl30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch90,000
41' FORMOSA ketch
41' GULFSTAR 41, center ckpt sloop, dsl89,500
41' MORGAN, aft cabin, sloop, diesel97,000
43' WESTSAIL, diesel ketch150,000
44' RHODES MOTORSAILER, twin diesel140,000
45' EXPLORER 45 MK II center cockpit 105,500
45' LITTLE HARBOR diesel centerboard yawl. 110,000
47' OLYMPIC O/S crulser, dlesel ketch 145,000
48' EXPLORER
50' FORCE 50 PILOTHOUSE diesel ketch159,500
52'8" PASSAT, auxiliary ketch, diesel90,000
60' ANA MARIE gaff-rigged cutter, diesei225,000
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

# MANY MORE LISTINGS ON FILE - BERTHING AVAILABLE FOR ALL BOATS

1535 Buena Vista Ave., Alameda No. 12 Marina Blvd., Pittsburg 3424 Via Oporto, Newport Beach

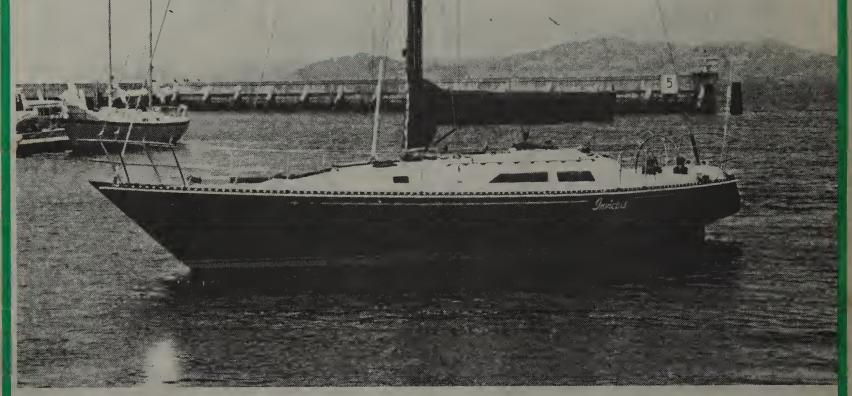
(415) 522-6500 (415) 432-8722 (714) 673-5200

# Cityachts foot of laguna san francisco 415 567-8880

20' CAL	OFFERS
21' WILDERNESS	\$15,500
22' SANTANA	6,500 7,000
23' BEAR	OFFERS
24' J)24 24' NORTHSTAR 727	14,900
24' NORTHSTAR 72724' COL. CHALLENGER	17,500
247 CAMOUDI	12 500
24' NIGHTINGALE	2 from 14,500
25' CATALINA	14,000*
25' CATALINA	2 from 12,500
25' PACIFIC CLIPPER	13,000
25' GAFF SLOOP	35,000
25' KILLER WHALE	11,000
25' PETERSON	11,000
27' FRICSON	
27' EXPRESS (CUSTOM)	2 from 20,000
27' TARTEN	19,900*
27' CAL T/2	.19 (10)
27' MULL CUSTOM	2 from 19.500
27' ENGLISH SLOOP	26,000*
26' COLUMBIA	2 from 17,000
27' CATALINA 27' ENGLISH SLOOP 26' COLUMBIA 28' HERRESHOFF KETCH 28' TRITON	3 from 16,500
20' WILLE 72 ION	27,000
29' RANGER 29' HERRESHOFF H-26	24.900*
29' BUCCANEER	36,000
20; ETCHELLS 22	15.500
30' OLSON	25,000
30' SANTANA	37 . 950
30' WYLIE % TON	
20' DEARSON	
201 HIINTER	32,000
30' CAL 3-30 30' BURNS ½ TON	36,000
30' BURNS ½ TON	3 from 29,500
ON DAWCON	2 from 29,000
31' PETERSON ½ TON 31' CHEOY LEE OFFSHORE 31' ERICSON INDEPENDENCE	OFFERS
31' ERICSON INDEPENDENCE	45,000
29' MANTHCKET	
33' CHEOY LEE	19.500*
001 - 00 - 00 - 00	3 from 25,000
33' MORGAN M/S	44 000*
35' CORONADO	64,900
36' ISLANDER FREEPORT	132,000*
36' J/36	2 from 73 500
36' S-2 SLOOP	3 from 59,900
26' HEDRESHOFF	44.500
36' HUNTER	102,000
37' RAFIKI CUTTER	125,000
37' PETERSON	135,000
38' STEPHENS FARALLONE	1,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
38' STEPHENS FARALLONE CLIPPER 36' FARALLONE CLIPPER 36' YANKEE 39' ROGERS	OFFERS 64,900
36' FARALLONE CLIPPER	69,500
39' ROGERS	124,900
39" CAL	
401 MARDINED VETCH	2 from /4.000
41' SWAN	150,000
43' SWAN	119,000
45' S & S ALUM. "INCA"	129,000
43' METER R BOAT 43' SWAN 45' S & S ALUM. "INCA" 45' COLUMBIA MOTORSAILER 45' DOWN EAST	
45' DAVIDSON CUSTOM	235,000
47' OLYMPIC KETCH	
50' SANTA CRUZ	
50' SANTA CHOZ 50' GULFSTAR 58' MOTORCUTTER "LUCIA" *SAN FRANCISCO BERTH	. OFFERS 230,000
*SAN FRANCISCO BERTH	INCLUDED



# YACHT OF THE MONTH



# C&C 40 "INVICTUS"

"Invictus" beautifully defines what a proper, seaworthy, and traditional offshore sailing yacht should be. This C&C 40 is able to get upwind smartly in choppy water, stay with every boat her size in light air and able to take advantage of the heavy San Francisco Bay air and seas for controlled surfing downwind. With accomodations for eight she makes for a perfect cruising boat as well. This boat includes Navtec rod rigging, hydraulic backstay, boom vang and flatner, 12 Barient winches, headfoil, mostly Signet instruments with DAD displays, Loran C, sails by Richards & van Heeckeren, Kevlar jib sheets, hot and cold pressure water, refrigeration, Pathfinder diesel, custom teak decks and much more. This royal blue beauty was delivered in 1980 and has been maintained as new ever since. Call us today for details on this unique yacht.

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Foot of Laguna St., San Francisco 94123 (415) 567-8880